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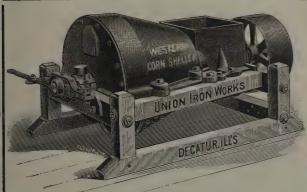
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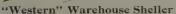
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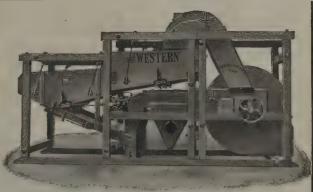
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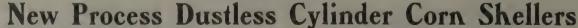
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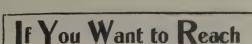
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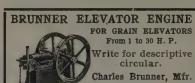
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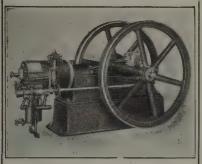
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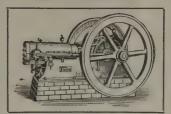
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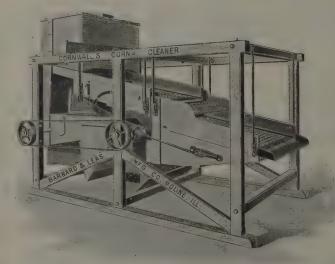
Each page is 8½x14 inches and at top of the 11 col-umns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks. Each page has spaces for 40 wagon loads and each

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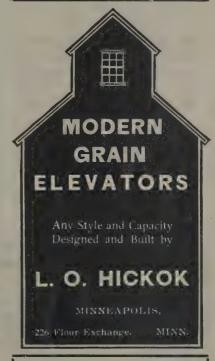
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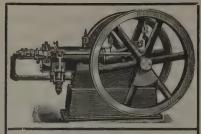
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6-inch, 8 ducts NON-MIXING

There are some things in the elevator business that you don't want, and there are some things that you do want.

A grain distributor that, when a bin is full or spout is clogged will "spill" all over, mixing corn with oats, barley with wheat etc.; and overflowing down the back leg, cause a disastrous choke you DON'T WANT.

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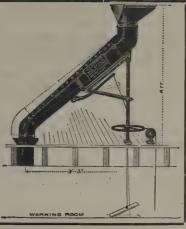
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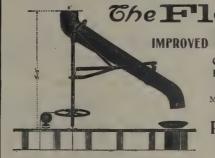
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It will prevent mixing grain. Patented May 15th, 1900, February 18th, 1902. Mill and elevator spouts a specialty.

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Making the Flour City the best distributing spout on the market to-day. Write to-day to

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in the Grain Dealers Journal make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a Journal want ad twice a month and your want will soon be satisfied.

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UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

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MODERN ELEVATOR in Central Illinois for sale cheap on reasonable terms. Address WLW, Box 3, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale. Located in central Kansas on the Frisco and Missouri Pacific R. Rs.; wheat prospects good. For particulars address Krow, Box 8, Grain Dealers Journal, Chicago,

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Address B. THOMAS, Pres.
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A good town in Eastern Kansas, in a fine wheat growing section, will give a free site and generous bouns to secure an up-to-date flour mill.

A valuable water power, in a first-class wheat ection of Missouri, is available for the location of a flour mill of from 1,000 to 3,000 barrels daily capacity. Very cheap power can be produced. Many other excellent openings and valuable opportunities exist along the lines of the



Full particulars regarding the above loca-tions and many others will be cheerfully furnished. Send for a copy of handbook entitled "Opportunities."

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The Rate for Advertisements in above Departments is 15 cents per line each insertien.

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ELEVATOR in good town in Iowa wanted in exchange for a No. 1 farm of 200 acres near Gowrie, Ia. (no wet land). Address, A. F. Stickney, Toulon, Ill.

WANTED, AN ELEVATOR in exchange for a farm and a stock ranch in a good farming district in Michigan. Illinois or Indiana preferred. Give full particulars first letter and address, E. P. Sherman, Clare, Mich.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

MISCELLANEOUS.

C. A. BURKS, Elevator Broker, Decatur, Illinois.

LIST NO. 16 better than ever. Write C. A. Burks, Elevator Broker, Decatur, Illinois.

WE would like information regarding buyers of spelts, and would be glad to have them write us. Westbrook-Gibbons Grain Co., Omaha, Neb.

THE ONLY MAN devoting his entire time and attention to selling elevators, mills, lumber yards, implement stocks, etc. -C. A. Burks, Elevator Broker, Decatur, Illinois.

TO BUY SELL RENT or LEASE an **ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

MILLS FOR SALE.

FULL outfit of machinery of 50-bbl. roller mill for sale. C. J. Kreisel, Olmitz,

FOR SALE—A controlling interest or the entire 125 bbl. up-to-date flour mill. Bentley & Bentley, Augusta, Okla.

SHERIFF SALE—50-bbl. mill near Camden, O. Appraised at \$2,500; to be sold Aug. 27th at Court House, Easton, Preble Co., O. H. H. Payne, Camden,

FOR SALE—150-bbl. flour mill, elevator adjoining, combined capacity, 60,000 bu. Good wheat country in Indiana; also mills in other states. Aaron Smick, Decatur, Ill.

A 75-BBL. roller flour mill, with equipment for corn meal, feed and buckwheat flour, for sale. All running and doing good work. Address, H. L. Weatherford, Unionville, Mo.

AN OATMEAL MILL with all the latest improved machinery, capacity 150 bbls., for sale or exchange for improved farm property. Address, Best, Box 2, Grain Dealers Journal, Chicago.

NOTICE! A 100 bbl. mill for sale at a great bargain if taken soon. Good business town; best wheat country in Southern Minnesota. It will pay to look this up. Byrnes Bros., Wells, Minn.

FOR SALE—The Austin Flour Mill and elevator; capacity of mill 150 barrels per day; capacity of elevator 40,000 barrels; good water, good wheat, good locality, and a good business. For full particulars apply to W. Cliffor, Austin, Manitoba, Canada.

FOR SALE—A 50-bbl. mill located in good southern Wisconsin town of 2,500. Everything in good running order and now in operation. No other mill within 20 miles. A bargain in price and on easy terms. J. A. McCrossen, care Willard Hotel, St. Paul, Minnesota.

TWO up-to-date flour mills in Lansing, Mich., for sale. Each 200 bbls. capacity; steam and water power. On switch connecting with four prominent trunk lines, giving extra advantageous freight rates both to mill-in-transit and on out-bound products. Good local business. Over 20 years under present management, and doing business up to present date. Liberal terms. If interested, write F. Thoman & Bro., Lansing, Mich.

MODERN FLOURING MILL for sale in one of the best wheat sections of Oklahoma; located on the main line of the A. T. & S. F. R. R. Prospects for crops this year are good. This mill was built 4 years ago; is a four story frame structure, in splendid condition with a capacity of 125 bbls. of flour and 100 bbls. of meal per day; building large enough to increase its capacity to 300 bbls. of flour. Write E. A. STINSON, Guthrie, Okla., for full particulars. It will pay you to investigate this proposition.

THEIR Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.: Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SECOND-HAND SCALES in firstcondition for sale cheap. Standard Scale & Foundry Co., 22nd & Wyandotte Sts., Kansas City, Mo.

NEW AND SECOND HAND Railroad Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines,

SCALES FOR SALE—Second-hand Railroad, Wagon, Hopper, Dormant and Portable, refitted. Write for list. The Standard Scale & Supply Co., Ltd., Pittsburg, Pa.

FOR SALE—One Fairbanks 100-ton soft track scale, with latest pattern recording beam, including necessary fit timbers to set. Guaranteed good as new. Exchange Grain Co., Minneapolis, Minn.

HOPPER SCALE for sale; one double column 9,000 lb. Fairbanks in first class shape. If Hopper is not wanted would make a splendid Dormant scale. Address, Mark N. Tisdale, Slay-

ELEVATOR SCALES-We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

SCALES FOR SALE.

1 600-bu. Fairbanks Hopper Scale, compound beam, and levers to bring beam below, \$125.00 I 6-ton Howe Wagon Scale, with 8x22

atform,
1 6-ton Fairbanks Wagon Scale, with
\$55.00 platform, 7x20 platform, x20 platform, I 4-ton Fairbanks Wagon Scale with \$50.00

7x14 platform, \$50.00
All of the above are thoroughly refitted.
Address, Allen P. Ely & Co., Omaha,



Absolutely cleans the type of any typewriter of the basket pattern. Clean fingers, sweet temper and clean type.

PRICE, 50C, POSTAGE PAID

In ordering please mention make of machine ALFRED HALL, The "Office Supply Man" 177 La Salle St., Chicago

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE CHEAP-An 8-h. p. Otto gasoline engine, in first-class condition. F. A. Nagle, 63 Sibley St., Chicago, Ill.

SECOND-HAND 12 h. p. Foos stationary gasoline engine, price \$250, for sale. Address, Geo. D. Pohl Mfg. Co., Vernon, N. Y.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

GAS OR GASOLINE engine, 3 h. p., for sale; new; never been used. Price if sold soon, \$110. Address Clark Bros., Wabash, Ind.

FOR SALE—One 35-h. p. White & Middleton Gasoline Engine, in good condition. John R. Lowrey, 12th & Izard Sts., Omaha, Neb.

FOR SALE.—Second-hand 50 h.p. Greenwald engine; 15 h.p. Sincox engine. Both in excellent condition. Write for price. C. S. Brent, Lexington, Ky.

FOR SALE-One 8-h.p. Pierce: 1 hp. Webster; I 25-h.p. Charter; I 7-h.p. Charter; I 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE-Two 15 h.p., one 9 h.p. and one 5 h.p. gasoline engines. Also elevator supplies, trucks, new and secondhand scales, engines, etc. Send for catalog. The Standard Scale & Supply Co., 127-129 Market St., Chicago, Ill.

FOR SALE-The following gas and gasoline engines: 60-h.p. Foos; 65-h.p. New Era; 15-h.p. Lambert; 6-h.p. Webster; 4-h.p. Foos; 3½-h.p. Des Moines; 2½-h.p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A H. McDonald, 36 W. Randolph St, Chicago.

FOR SALE.

WEBSTER GASOLINE ENGINE self contained, 3 h. p., with electric spark and tub, FOOS GASOLINE ENGINE, vertical,

h. p., \$75.00 WEBSTER GASOLINE ENGINE,

vertical, 4 h. p., \$125.00 STANDARD GASOLINE ENGINE, 8 h. p.; made at Des Moines; in use about six months; both torch and elec-

about six months, tric spark; all complete, \$175.00 WITTE GASOLINE ENGINE, 10 h. \$15,00 p., good condition, \$15,00 Address, Allen P. Ely & Co., Omaha,

ENGINES AND BOILERS.

STATIONARY STEAM ENGINE, 12-h. p., with boiler, for sale very cheap. A. W. Augspurger, New Sharon, Ia.

TUBULAR BOILER, 66 x 16, with fronts, in good order, for sale at a bargain. F. G. Ely, Traders Bldg., Chicago.

FOR SALE CHEAP-One 20-h. p. stationary boiler and one 16-h. p. center-crank engine. All complete. Address, Miller Wagon Co., Edina, Mo.

MACHINES FOR SALE.

BARNARD & LEAS Cleaner, No. 3, for sale cheap. F. G. Ely, Traders Bldg., Chicago.

GRAY MILL, 9x24, 6-roll, for sale at a bargain. Good condition. Address, E. L. Barnes, Milton, Wis.

FOR SALE CHEAP-Two Barnard & Leas Dustless separators. Address, Harris, Scotten Co., Burlington, Ia.

STERLING CAR LOADER, in good shape, for sale cheap. Used one year. Brint Robbins, Washburn, Ill.

FOR SALE—One Appleton mill crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE-One Boss Car Loader, as good as new; one dormant scale, 3,500-lb. Inquire of W. J. Jenkins, St. Paris, O.

SECOND-HAND CORN SHELLER for sale cheap. Has no equal; a great success; guaranteed. Address, W. L. Bristoll, Mt. Blanchard, Ohio.

FOR SALE-One 14x18 inch steel power baling press, almost new, at a bargain. Address, Missouri Excelsior Mfg. Co., 2447 Kosciusko St., St. Louis, Mo.

FOR SALE—I No. 2 Marseilles sheller; used one year; I 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

DUST COLLECTORS for sale: No. 6 and No. 8 Cyclone dust collector. Late make and in perfect condition. Address, E. E. Hollister Co., 116 N. Front St., Quincy, Ill.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons,

TWO SECOND-HAND dust collectors for sale for 18-in. and 10-in. discharge pipe; in first-class condition. Address, Hugh F. Munro, 1740 Germantown Ave., Philadelphia, Pa.

FOR SALE-No. 1 Barnard Improved double screen dustless corn cleaner, with shaker. This cleaner in good condition and will be sold at a bargain. Plymouth Milling Co., LeMars, Ia.

FOR SALE—No. 4 Western corn cleaner and fan; No. 4 Western corn sheller; 3,600-pound hopper scale and one 20-h. p. boiler. All in good order. Address, Treat & Morrison, Gays, Ill.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

BARGAINS.

I corn belt feed grinder; almost new.
I combined oat clipper and wheat smut-

No. 21/2 combined Western corn

I piece shafting, 12xI 15/16 ft.

piece shafting, 17x1 5/16 ft.

2 iron pulleys, 16x4x1 15/16. 1 iron pulley, 24x6x1 15/16. 1 wood split pulley, 36x6.

r wood split pulley, 26x6. 75 elevator buckets; sizes, 4½x7; good condition. R. Γurner & Son, Avery, O.

SITUATIONS WANTED.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15,

FIRST-CLASS MAN wants position as manager of elevator; best of refer-ences; 16 years experience. Address, A. H. Walls, Ridgefarm, Ill.

POSITION WANTED as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 515, Sibley, Ia.

WANTED, A POSITION as keeper and general office work with some grain firm. Am not afraid of work. B. D., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION as bookkeeper with good firm. Am familiar with grain, coal and lumber trade. Best of reference. Ad-dress, L. Z., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator; 15 years experience in grain and seeds; good book-keeper. Can fill any place. References. Address, Fremont, Box F Glendale, Ky.

THOROUGHLY EXPERIENCED grain man desires position as buyer or seller; best of references. For further information address P. A., Box 3, Grain Dealers Journal, Chicago, Ill. EXPERIENCED

POSITION WANTED in Chicago grain office by a young man; two years experience in office of Reynolds Bros., Toledo, O., to whom I refer. Address W. R. Allman, 2439 Vermont Ave., Toledo, O.

POSITION WANTED as superintendent of country elevators, for a line company; 10 years' experience in the grain business. Good references. Address, L. F. C., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling representative for commission or cash grain firm. Best Chicago reference from previous employer. Extensive acquaint-ance throughout Illinois, Iowa and Missouri. Good consignment trade in win-ter wheat. Address, Extensive, Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED, a partner with means to be manager of a good, up-to-date plansifter system mill, 125-bbls. capacity. Also a good 200-bbl. corn meal system. Address, G. W. Wirt, Tecumseh, Neb.

GREAT BUSINESS chance for bright man well up in office work and who knows something of the seed and grain business. Some capital required to obtain an important office in a well established organized concern handling seeds and grain. Located in the west; growers, dealers and importers. A chance of a life time for the right party. Write giving time for the right party. Write giving reference, ability and means. Address, Nebraska, Box 1, Grain Dealers Journal, Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

HELP WANTED.

A GOOD, all-round elevator man wanted who understands bookkeeping. Address, R. T. Miles, Fisher, Ill.

EXPERIENCED, competent grain buyer wanted to take charge of an elevator in North Dakota. Call or address 2121 Colfax Ave., S., Minneapolis, Minn.

EXPERIENCED weighman and spoutman for transfer elevator wanted. Give full particulars. Address, Weighman, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MAN wanted to superintend small barley cleaning house in Minnesota. State experience and salary. Address, Skewis-Moen Co., Minneapolis,

MAN COMPETENT to run a large and complicated elevator at Dalrymple Siding wanted. Wages when threshing \$4. Address, Oliver Dalrymple, Cassel-

COMPETENT MAN wanted to take charge of grain elevator in Northwestern Iowa. Gasoline power. State experience and references; also salary wanted. Address Box 1081, Des Moines,

WANTED, an experienced man to take charge of our Feed Department; one who understands handling mill feeds, feed barley, low grade wheat, hay, etc. Address, Room 42, Chamber of Commerce, Buffalo,

GOOD SCALE MAN wanted. Must be competent and be able to furnish unquestionable references. Steady employment and a good field for the right kind of a man. Address, Omaha Elevator Co., Omaha, Nebr.

COMPETENT man to handle an elevator with gasoline power wanted; also handle lumber yard and buy stock and grain. Must be reliable and temperate. Address, John H. Lynds Mill & Eltr. Co., White Cloud, Kansas.

ENGINEER WANTED, experienced elevator man, capable of handling steam engine and all ordinary elevator machinery. Advise at once age and experience and salary wanted. Address, The H. L. Strong Grain Co., Coffeyville, Kan.

EXPERIENCED BOOKKEEPER for responsible grain firm who can furnish \$10,000 for use in the business, properly secured. Good deal for right man. References exchanged. Address Responsible, Box 8, Grain Dealers Journal, Chicago,

WANTED, a young man thoroughly acquainted with the grain elevator business, to take charge of the wheat department. Must be a good judge of grain, and understand the manipulation of wheat especially. One who has experience in the shipping and receiving business preferred No others need apply. Address, Lewis J. Buse, Auditor, The Union Grain & Hay Co., Cincinnati, Ohio.

ENGINES WANTED

GASOLINE ENGINE wanted; second-hand; from 18 to 22 h. p. Must be cheap and in good condition. Address, A. W. Augspurger, New Sharon, Ia.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

TURKISH RED WINTER WHEAT. -Wisconsin grown new crop seed, pure and clean. Also Olds' Mammoth white e. Samples and prices on application. L. Olds' Seed Co., Clinton, Wis.

GRAIN WANTED.

CORN WANTED. J. E. Bartlett & Co., Jackson, Mich.

WANTED-No. 2 red, soft wheat. Address, Goshen Milling Co., Goshen, Ind.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

WANTED, CONSIGNMENTS Wheat, corn, oats and hay. J. R. Ryan & Co., Indianapolis, Ind.

WE solicit your consignments of grain and millfeed. They will have our best care. BURNS BROS., Buffalo, N. Y.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Spring-Quote field, Ohio.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

HOT DAMAGED CORN also Natural Dried and Kiln Dried Damaged Corn, damage due to natural aged Corn, damage due to natural causes. Send large samples, will wire bids. Also buyer of good corn, oats, wheat and rye. Otto Keusch, Produce Exchange, New York City, N. Y.

HAY WANTED.

WANTED HAY in any amount, also ear corn, oats and rye. Address, Johnson & Son, Goshen, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANTED: To contract for hay for the coming season. Will want from seventy-five to one hundred cars, small bales. Shipments to cover 1904 crop. Grades must be standard. Terms arrival drafts, bill lading attached. J. C. Gwinn, Alderson, W. Va.

MACHINES WANTED.

SECOND-HAND No. 1 or 2 Willford's feed mill wanted. State condition of mill and rollers. J. A. Sauer, Lemars, Ia.

A PARTNER

HELP or a POSITION.

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and" for sale" ads.

SEEDS FOR SALE.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

SEEDS WANTED.

WANTED-Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

NEW CROP timothy seed of extra quality wanted. Special prices. Send sample. O. C. Shepard Co., Medina, O.

GRASS AND FIELD seeds wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

GRASS AND FIELD seeds wanted. Also timothy seed, and clover seed in carlots. Address, Wm. G. Scarlett & Co., 729 East Pratt St., Baltimore, Md.

MISCELLANEOUS FOR SALE.

STORAGE TANKS FOR SALE—I have for sale two steel wheat tanks with capacity of 20,000 bu. each. Size 30 ft. 2 in. diameter, 35 ft. high. Both of the tanks are in good repair. Tanks must be sold to settle an estate. C. H. Allen, Administrate Parliting Office. ministrator, Paulding, Ohio.

SECOND-HAND positive pressure blower, No. 2, P. H. & F. M. Roots Co., all complete for pneumatic grain conveyor, 200 ft. 6 in. grain pipe, 70 ft. 10 in. air pipe and 4 ft. receiver. Capacity, 250 to 400 bu. per hour. Good condition. Ask for our list of second-hand machines, pulleys, etc. Address, Wells-Abbott-Nieman Co., Schuyler. Neb. Schuyler, Neb.

SNAP BARGAINS.

500-bu. Fairbanks Hopper Scales, tested

and sealed, at \$75.00.

ox18, ox24 Allis Roller Mills.

14x36 Allis Corliss Engine, with or without Condenser; 60x18 Boiler_separate or complete.

Gardner & Worthington Steam Pumps.

10x14 Centrifugal Pump. Also a full line of Mill Machinery and Supplies. Address, Manufacturer's Supply Co., Minneapolis, Minn.

ENGINES AND BOILERS.

ATLAS ENGINES and boilers for sale; 15 and 25 h. p.; 8 h. p. portable gasoline, almost new. We sell or exchange new engines anywhere. Address, Wallace Machinery Co., Champaign, Ill.

CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery. \$1.50 Robinson's Cifer Code, cloth Hay and Grain Cifer Code 1,00 A. B. C. Code, 5th Edition -Baltimore Export Cable Code Companion Cable Code 7.00 8.00 5.00 Riverside Code, 5th Edition -U. S. Cifer Code - -Revised Economy Code -3.00 3.00 3.00 Stewarts International Code -For any of the above, address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Grain Elevator Machinery

Another case is that of the new fire proof tile elevator of the Jos. Schlitz Brewing Co., of Milwaukee. This is one of the model plants of its kind, and naturally it is equipped with "S-A" machinery throughout. You know when these people do anything they do it right; they engage the leading engage the leading engage the leading engage the leading engage the particular and the price of an interest and contractors and get the best that money can buy. It is not altogether a question of price. The best machinery and do not expect to get it at the price of Antiquated or Inferior Stuff. You know yourself that you cannot afford anything but the best. Our catalogs show how ours is made.



SEND FOR CATALOG

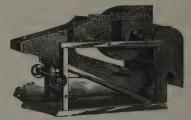
STEPHENS-ADAMSON MFG. CO.

Office and Works: 202 to 246 Ridgway St., AURORA, ILL. AGENCIES:

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Nashville, Tenn	Schuyler & Oswald
	ah Mining Machinery & Supply Co.
Seattle, Wash	Caldwell Bros. Co.
Butte, Mont	Western Mining Supply Co.
Montreal, Can	Peacock Bros.

CLEAN CORN

and clean it well if you wish to raise your grades. Corn always grades at the most discriminating markets when the INVINCIBLE CORN and COB SEPARATOR and CLEANER is used. Have you one in your elevator?



This machine will accomplish what is claimed for it. It will perfectly separate the cobs and pieces of cobs as the product comes from the sheller and fit the corn ready for market. Send for our catalog.

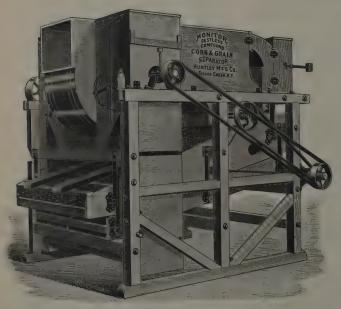
Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott. 604 Traders Bldg., Chicago, Ill. Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo. Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn. J. N. Bacon, Balcherne Block, Indianapolis, Ind.

MONITOR MACHINES



MAKE MOST MONEY

SEND FOR SPECIAL FOLDER

describing the most efficient and economical corn and grain separator on the market—The Monitor Combined Corn and Grain Separator is guaranteed and loaned for 30 days trial as is the entire Monitor Line which includes Elevator and Warehouse Separators, Aspirators and Smutters, Flax, Barley and Corn Separators, Seed Cleaners, etc. They are worthy of your investigation.

When at the World's Fair at St. Louis, visit the Monitor Exhibit in the Agricultural Building, Block 107.

Huntley Mfg. Co.,

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders' Building, Chicago, Ill., F. M. Smith, Mgr. 418 Third St., So. Minneapolis, Minn., A. F. Schuler, Mgr. 121 Front Street, New York, N. Y., J. W. Perrine, Mgr. 221 Mission St., San Francisco, Cal., F. D. Wolfrom, Mgr.



GRAIN DEALERS OURNAL

Published on the 10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street, Chicago, III.

CHARLES S. CLARK, Manager.

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To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means your subscription has expired.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

Entered at Chicago, III., Post Office as Second Class Matter.

CHICAGO, ILL., AUGUST 10, 1904.

DEMAND Merchants Exchange weights when you ship to St. Louis. Accept no other. Then you may depend upon weight being right.

DO NOT ship new grain until it has gone thru the sweat, or the grade given it may startle you. Grain which goes thru the sweat in a hot box car is never improved in quality.

CONTRACTING verbally for future delivery of the farmer's crop is like lending a man all of your money without security or acknowledgment. It is sure to keep you awake nights. Don't do it. Written contracts prevent misunderstandings and protect both parties.

WHEAT MIXERS are assured a very profitable year as the variation in the quality of the grain is sure to be wide. Oats and barley, on the other hand, seem sure to be of finer quality than for several years past. Many samples of new cats received show them to be bright and heavy.

WILD CAT fire insurance companies and fake Lloyds which have been catching suckers all over the country are finding their practices restricted more and more as the federal authorities learn of the details of their game. It seems that some of them have made no effort whatever to keep track of policies issued, or of the suckers caught after the money

was in their hands. It is ridiculous for business men to suppose they are protecting their plants from fire by the purchase of a cheap wild-cat policy.

ONE Minneapolis firm which solicits shipments of grain thru advertisements in many country newspapers of the Northwest convinces regular grain shippers of that district that it does not want nor merit their patronage.

SWEEPING cars into a cattle feedpen, a feed store bin or any place except into the sink of the receiving elevator is not honest. The grain left in car at some pcints is the property of the shipper just as much as that removed with a power grain shovel and shud be placed to his credit

STEALING grain from cars continues with remarkable perversity, but the Chicago Grain Shippers Protective Assn. just as persistently continues to secure the arrest and punishment of offenders in this line. It is gratifying to know that one offender has recently been sent to the penitentiary.

THE EVIL of speculating with other peoples' money has been most emphatically impressed upon the members of the grain trade by the double murder and suicide at Buffalo which has been followed so closely by bankruptcy proceedings. It seems ridiculous that men who are so close to the pit should permit themselves to be drawn into its alluring swirl.

THE CORN crop prospects justify overhauling and rebuilding of first-class cribs, such as will keep out moisture and provide ample ventilation. The dealer who carefully considers these points in building his cribs can rely upon ear corn being improved by storage. Many of the sheds, however, used in the past by dealers have been a constant expense to the user in grain damaged.

A NEW field for assn. effort is pointed out by the Northwest Grain Dlrs. Assn. of Canada, which has established a distributing plant at St. Boniface and is prepared to supply gasoline to members at four to five cents per gallon under the price charged by the Standard Oil Co. The advantage of co-operation in buying gasoline is not so great in the United States, but no doubt some saving cud be effected.

HEAVY screens placed over windows of elevators materially reduce the fire hazard because they protect window panes from stones and also materially reduce the opportunity for sparks from passing locomotives dropping in the elevator. One cannot travel a day without passing many elevators having broken window panes on the railroad side. The expense for such protection is not great enuf to be considered. Then, too, heavy wire

screens will make it more difficult for tramps to gain admission to the elevator and the fire hazard is thereby materially reduced. The bird-loving elevator man should, in justice to his business, put up the screens even tho it will keep sparrows, pigeons and swallows out of the cupola.

ANOTHER grain dealers assn. has inaugurated a campaign for better seed grain, as is shown by our account of the South Dakota meeting of the Tri-State Assn. at Mitchell last week. The move is one which merits the hearty approval and support of each member at every step. Many sections are now sorely disappointed in their harvest because dead or inferior seed was used for seed. The farmer and the grain dealer are not the only ones affected. Every merchant of the district is hurt.

THE lowest-priced gasoline engine, like the lowest-priced machine of any design, is not always the least expensive. A case recently came to light in the Northwest where an elevator man was forced to use a rented engine for a time that proved to him beyond all doubt that the cost of operating one engine is at least 50 per cent. less than the cost of another engine. At first it was his intention to have the displaced engine repaired and re-installed, but its great waste of gasoline resulted in its permanent displacement.

"REASONABLY DRY" and "Reasonably Clean" are still being used by several grain inspection departments without any effort being made to determine what is meant thereby. It seems time something were done to remove as much uncertainty as possible from grain-inspection rules. When they are reduced to exact statements it will be a comparatively easy matter to prove to an appeals committee whether or not the inspector is wrong. Mechanical devices can readily be devised for determining with accuracy and facility the amount of moisture and foreign matter contained in each sample of grain.

THE Chicago bucket-shop man, whose ads we have found in papers all the way from Winnipeg to Dallas, advertises for suckers and closes his ad with the words "Board Members, Opp. Board of Trade, Chicago." We happen to know that the firm is not a member of the Chicago Board of Trade, and its tactics are not such as would be tolerated by the Chicago Board of Trade. Their advertising, however, is accomplishing one good result. It is helping to educate the public to the fact that it is safer to do business with Exchange members than with non-members. The time may come when speculators will investigate the so-called commission men before entrusting money

LOWER STORAGE RATES AT BUFFALO.

Buffalo's elevator pool has at last seen the hand-writing on the wall and, in hope of deriving a small revenue from the greater portion of its storage capacity, has agreed to make a special summer storage charge of 3/8c for thirty days. Heretofore the greedy pool which has taxed heavily lake grain passing thru that port to the seaboard has charged 1/2c for the first 10 days. 1/4c for each succeeding 10 days or fraction thereof.

No doubt the members of the pool will be very glad to extend the advantages of the new rates to carload shippers to that market, few of whom have contributed heretofore to the elevator pool's earnings. The movement of grain by lake to Buffalo has been smaller this year than for many seasons past, and in fact so many new routes are fighting for export grain that the Buffalo-New York route can hardly expect to maintain its former position, even tho a hundred million dollars be expended in improving the Erie Canal.

POLITICIANS AT EAST ST. LOUIS.

The politicians who have the supervision of the "Illinois Grain Weighing Department at East St. Louis" are making another determined effort to drive the weighing department of the St. Louis Merchants Exchange back across the river, and in fact they have succeeded in obtaining a temporary injunction restraining the Exchange Weighers from weighing grain in Illinois. Accordingly, the department will not be able to supervise the weighing of grain in East St. Louis for the present. If shippers will refuse to permit their grain to go to East St. Louis for a time it may bring the politicians to their senses.

The work of the weighing department of the Merchants Exchange during recent months has been very satisfactory. Complaints of shortages are scarce and shippers are pleased with the innovation. The Illinois politicians care not a rap about shippers or the so-called service rendered, they want the fees.

CONFINE DEALINGS TO EX-CHANGE MEMBERS

Today's mail brings us inquiries from two shippers as to the standing of a central market firm which is bidding high for oats. The firm may be all right, but until it has been investigated and found to be a member of the local Exchange of its market it should be considered all wrong.

We have warned our readers time and time again to decline high bids from strangers in central markets who are not known to be members of the local grain Exchange, and yet, in spite of the warning, in spite of the many losses suffered

by others, who have shipped to unknown parties, nearly seventy-five dealers have shipped grain to a firm in Memphis and had their drafts turned down.

Memphis has a well-organized Merchants Exchange, which numbers among its members many reliable and responsible grain dealers. It is an easy matter to secure the names of the members from the secretary of the Exchange, and by confining dealings to members of the Exchange, shippers will have the protection of that organization, to the fullest extent, in all trades made with firms that can be disciplined by it. The dealer who is willing to entrust his grain to strangers for the extra 1/8c or 1/4c will soon learn, much to his sorrow and cost, that all men posing as grain receivers in central markets are not even honest enuf to gain admission to the local Exchange,

WILL SUSPEND OBJECTIONABLE FEATURES OF UNIFORM BILL OF LADING.

Thanks to the American Shippers Assn., the Uniform Bill of Lading Committee of the freight assns. has issued a circular extending the time for the enforced use of the proposed uniform bill of lading to Jan. 1st, 1905, when it will be incorporated in the official classification. On and after that date the carriers will use and accept only the forms and under the rules in their classification and tariffs.

Carriers prefer that signatures be affixed to uniform bill of lading original and to memorandum of acknowledgement, but for the time being they will not insist upon this being done, so that shippers may omit their signatures to these forms and thereby obviate making a written contract releasing carriers from their common law liability. However, it is not likely that any shipper will knowingly or willingly sign such an agreement.

The last circular also states that the words "NOT NEGOTIABLE" should be printed on the face of each uniform bill of lading, original shipping order and memorandum of acknowledgment, but these words may be omitted by any carrier if satisfied that they interfere with shipper obtaining advances on bill of lad-

In other words, the uniform bill of lading is to be put into use Jan. 1st so far as it is possible, and carriers who find the sentiment of shippers too strongly set against it are given the option of omitting the objectionable clauses.

Shippers do not look forward to an advance of 20 per cent in freight rates with cheerfulness. The carriers are now paid enough to warrant them in guaranteeing prompt and safe delivery. But of course if they can earn enough to pay dividends on all the water in the Atlantic Ocean they will do so.

THE MILLERS' COMPLAINT.

The Millers National Federation has recently made a most commendable effort to secure a low rate on flour for export which would insure the grinding of our surplus wheat by American instead of European mills, but the traffic officials have seen fit to turn down the petition.

No doubt the railroad companies are justified in giving a lower rate on bulk grain than on the manufactured product. First, because of the less expense and greater facility of handling the bulk grain as well as on account of the smaller opportunity of detecting damages due to carelessness of carrier's agents during

The millers of some states have also protested against what they called discrimination by carriers in the matter of freight rates, so that much grain has been shipped out of the state from their very door and at a profit. It would seem that local mills could make a satisfactory arrangement with local grain dealers to prevent the shipping out of wheat when they are in need of raw material to run their mills. It has been done time and again, and we feel certain will be done many times again, but the movement of wheat shipped out will be greatly reduced if the millers will get next to the grain dealers and tell them of their needs as well as their willingness to pay a small premium for the grain.

The Wisconsin Millers Assn., at its recent meeting, adopted the following resolutions:

Whereas, The transportation companies, by their systems of billing grains for terminal elevators by allowing on such billing a proportional rate to the seaboard so as to draw the grain from the interior points to such elevators, take same away from millers operating in the state we believe it unjust to our interest. By this system of rates we are compelled to go outside the state in many instances for our supplies of grain. We believe that such rates 'should be put into effect so as to allow the grain of Wisconsin to be milled in Wisconsin or such a' part of it as is desired by our millers. Therefore be it Resolved, That our railroad committee be instructed to request that reasonable and just rates be put into force by the railroad companies so as to equalize these matters and thereby protect us in the manufacturing of this grain.

Similar resolutions have been adopted by other millers assns. whose members were anxious to obtain enough wheat to keep their mills running in local territory, but the resolution has never been the means of obtaining them the desired wheat. It behooves the millers to make their wants known to the dealers as they need the grain. The dealers are not all selfishness nor unreason, and most of them will willingly enter into an agreement whereby the local miller will be assisted in obtaining the amount of wheat desired to run his mill thruout the year.

A CAR famine is not one of the troubles would-be shippers of grain are likely to have to contend with this year.

Letters From Dealers

SWEEPINGS AT HAMMOND

Grain Dealers Journal: I note in the issue of July 25th under heading "Sweepings at Hammond," an article that tends to do a great injustice to the Hammond Elevator Co. We have sold these people a great deal of grain during the last six months, and we must say that their things. months and we must say that their weights as compared with Chicago or any other market we ship to are fully as satisfactory, in fact we would prefer shipping to Hammond rather than to several other markets we could refer to if necessary.—W. L. Shellabarger, Mgr., Decatur, Ill

RECONSIGNING CHARGE IS JUST.

Grain Dealers Journal; In the protest made at the Milwaukee convention against excessive switching charges the matter of "re-consigning" charges was also included, the inference being that the latter are unjust and should be abrogated. Now it seems to me that this is not only unjust to the railroad companies but very un-wise, for it is not apt to be taken in good part by them. They perform a great deal of extra service in the way of forwarding grain "on original waybills" without making any additional charge for freight, and this is essentially a privilege which they extend to the grain trade, not a right.

The small fee charged for re-billing,

usually about \$2, is but a fraction of the actual cost of the extra service, and it ought to be ungrudgingly paid. There are enough evils to complain of in connection with the transportation service, without indiscriminately "knocking" every charge made by the railroad companies, and doing so only tends to disgust and prejudice the officials. Be fair, by all means, if you expect fair treatment. As a rule, the grain trade has, I believe, been very reasonable in its demands, and for that reason, largely, it has secured more legitimate concessions from the carriers than almost any other branch of business.- Equitas.

LINE HOUSE COMPETITION.

Grain Dealers Journal: In looking thru several of the last issues of the Journal I have come across some excellent ad-dresses made before the various state associations, and there is one in particular by W. S. Washer which impresses me as containing good pointers for the trade. In the course of it he said: "A line house is a large factor for good or for evil in its effects on trade conditions in its operating territory. It is, to a certain extent, the balance wheel for the trade machinery of the locality.

Here is an important fact that the independent dealer too often ignores. It has been my own observation that line houses make the best of competitors, and a great many traveling men of my acquaintance have said the same thing. The agents, being on salary and under instructions to buy at a certain margin under the market, have no disposition to bid up the price, while conditions are normal; and if they find that the fellow across the way is doing so, they have to go slow about retaliat-

In the old days, no doubt, some line houses made an effort to monopolize the business along their lines and pursued business along their lines and pursued questionable practices as a result of a deliberate policy; but now they are no longer at liberty to do so; for, if any shows such a disposition, the state Assn. steps in, when appealed to, and marks out the limits beyond which that company cannot go.

I wonder how many so-called "independent" buyers realize the extent of the service which the assns have performed.

service which the assns. have performed for them in this respect? Perhaps some

have never given it a thought.

Under present conditions the established dealer has very little to fear from illicit practices—least of all from the line houses, and it is a good plan to cultivate friendly relations with any that may be your competitors. These concerns are almost invariably managed by cool-headed business men, whose object is to make money and avoid trouble, who do not money and avoid trouble, who do not stoop to any picayune revenge for actual or fancied wrongs, and who are ready to recognize your rights to the same extent that you are prepared to allow them theirs. W. M.

A large clover seed exporting firm writes C. A. King & Co.: Our reports from abroad are the worst that we have had for several years, and Germany and France have been buyers with us at the advanced prices.

GRAIN inspection departments of different exchanges are now being provided with self-locking seals so as to protect shippers' grain after inspection and facili-tate the detection of thieves who rob the The more carefully is the grain guarded, the fewer losses will be credited to stealing and more car thieves will be imprisoned. This step forward shud be taken by all weighmen, samplers and inspectors; in fact, each time seal is broken car shud be resealed and a record taker of the old and new seal.

THE publisher of a so-called farmers' paper at Indianapolis, which he is pleased to call "Up-to-Date Farming," has for its motto "Not one bushel of wheat below \$1.20," and is promising anything the farmers desire in order to gain their confarmers desire in order to gain their confidence and coin. Last year this same champion of the farmer's interest was yelling loudly for dollar wheat. It is truly regrettable that the farmers should have such false leaders. Experience has shown time and again that the farmer the strength of the parties of the parties of the parties. who attempts to speculate on the market generally holds his wheat until it is destroyed by weevil or the price has declined to a low figure.

IT IS much cheaper to expend an extra thousand dollars in the construction of a good elevator, if by such extra expenditure the operating expenses of that elevator can be reduced \$500 or even \$100 per year. The railroads long since recognized the advantage of having elevators of at least 25,000 bushels capacity along their right of way and provided with modern equipment, and some of them have been very strict in their requirements. For this they merit the thanks of the trade, because the better elevators erected, the better service can the elevator operator render to the farmers and rail-roads and the more careful will he be in the employment of the property. The better elevators require the investment of more money, and naturally attract a more responsible class of merchants to the business. It helps to sound the knell of the scooper and the flat-house man.

Asked-Answered

ADDRESS OF OLD STYLE MILL WANTED

Grain Dealers' Journal: Does any reader of the Journal know of a mill grinding wheat by the old-fashioned burr process, one in Ohio preferred?—James H. Leonard, Elyria, O.

OATS GROWN IN SPRING WHEAT STATES.

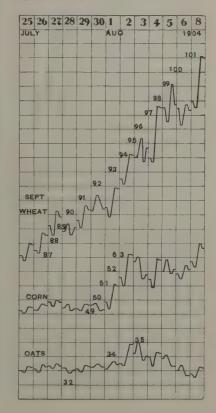
Grain Dealers Journal: What per centum of the oat crop is grown in the spring wheat states of Minnesota, South and North Dakota? F. R. M.

Ans.—Last year the oats crop of the U. S., was 784,094,199 bus., of which Minnesota produced 68,809,174 bus, South Dakota 27,267,194, and North Da-kota 21,845,006, against 82,259,697, 24,-100,844 and 29,437,402 bus. respectively for the same states in 1902.

Illinois, Iowa and Wisconsin are the largest oats producers. In 1903 Illinois produced 98,525,762 bus., Iowa 84,133,944, and Wisconsin 79,688,846, against 153,-450,423, 124,738,337 and 95,037,810 bus. respectively for the same states in 1902.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to Aug. 9, are given on the



Meeting Manitoba Dealers.

The annual meeting of the Northwestern Grain Dealers Assn. was called to order by Pres. Jno. Love in the Grain Exchange Board Room, Winnipeg, Wednesday morning, Aug. 3, at 10:10.

Secy. Fowler read the minutes of the preceding meeting, which were approved.

The Secy. made a report of the Assn.

preceding meeting, which were approved. The Secy: made a report of the Assn's finances, which showed the year's receipts of \$21,025,90 to include: Bal. on hand Aug. 1, 1903, of \$2,425,40; eltr. assessments, \$6,975.75; real estate, \$5,350, and gasoline barrels, \$6,065,50.

The expenditures included \$878.22 for gasoline; gasoline plant, \$4,145.24; barrels, \$6,222.95; real estate, \$2,220; rent, \$210; salaries, \$3,170, and general expense of \$1,133.28.

Balance on hand, \$2,943.96.

The Asso's assets amount to over

The Asso's assets amount to over \$0,250.

The Secy, reported that when the offi-The Secy, reported that when the officers were instructed to establish a gasoline storage plant the officers bot 12 7-10 acres at \$200 per acre, kept 2 acres contiguous to the railroads and sold the balance at \$500 per acre. We now have our oil and gasoline distributing plant in working order and are ready to fill your orders.

When we bot the land in St. Boniface our Solicitor informed us that the city had no by-law forbidding the erection of such a plant. After the land was secured we found there was a by-law forbidding the storage of more than 5 barrels within 660 feet of any other building. We have arranged with the owners of adjacent property and with the buyers of our surplus land so that our storing gasoline and oil on the land is not likely to be interfered with, for a time at least.

Tomorrow I will mail the following

letter to each member:

GASOLINE.

GASOLINE.

Dear Sir.—We now have our Gasoline Distributing Plant completed and have everything in readiness to supply all the gasoline and gas engine oil you require at 19c per imperial gallon for gasoline and \$2 per 5 imperial gallon for gaseline and \$2 per 5 imperial gallon for gaseline and \$2 per 5 imperial gallon for gaseline and \$2 per 5 imperial gallon can for gas engine oil, f. o. b. St. Boniface.

In this connection we would direct your attention to the importance of sending in your orders early, in order to avoid any delay which might occur in transportation, and we would also request that, immediately a barrel is emptied, it be returned to our storage warehouse in St. Boniface, in order to prevent any shortage of empties for filling future orders. When ordering your gasoline or gas engine oil, please use the order forms, which we will supply for the purpose.

As the barrels are your property, it will be to your interest to protect them from damage or leakage, and we would therefore ask you to please send the following instruction to your agents:

"In removing the plugs be sure not to pound them. Striking the end of the handle of the wrench with a hammer will be sufficient to start the plug without resorting to the use of any other method, as the wrench is made especially to be used in this way. Otherwise, any damage done will be charged to you.

Be careful to replace the leather gasket with the plugs.

Always stand the full barrel on end with the plug up.

Empty the barrels promptly and return to North West Grain Dealers' Assn., St. Boniface."

The railway commissioners will be here the last of this week and members who have grievances with the grain act should let me know it.

At present I am dependent upon the railroads for statements of stocks of grain on hand. I believe if I could receive reports from each member I could issue

to the public statements of stock more reliable and correct.

The President: In the matter of send-ing telegrams to agents notifying them of changes in the market we have adopted the American plan of sending notice only to one man at each station, who notes the hour received on the back of it and then shows it to all other

horn; J. M. McConnel of Hamiota; J. Sharp, of Moosomin, and G. B. Murphy, of Carberry.

Upon motion the Sec'y was instructed to apply to Parliament for the amendment of the Assn's charter, so as to permit the reduction of the par value of shares from \$100 to \$10.

F. Phillips: The present uncertain



P. Clark; F. Phillips; W. H. McWilliam Secy. Frank O. Fowler. P Officers Northwest Grain Dealers' Asso. W. H. McWilliams; W. W. McMillan. Pres. John Love.

agents, who must sign their names on the back and note the hour received. After all at the station have signed the telegram it is returned to headquarters and checked up, so as to make sure that every man has been notified.

Your committee on transportation for traveling representatives has, after many meetings with the railroad officials, succeeded in securing a rate of 11/2 cents

per mile for this season.

The storage evil, as you will remember, became so unbearable 4 years ago that we went after the trouble in earnest. and thot we had secured permanent re-lief, but, unfortunately, our members are getting back to the old condition. The commission has provided for a storage charge, and in fairness to our business we should insist upon having it. By storing for farmers and buying only grain in cars from them prior to the closing of navigation, we place the burden of obtaining transportation facilities upon them and let them fight it out with the

We should feel proud of the success of our Sec'y in compiling crop reports and in the good financial condition shown by his report. I take pleasure in moving the adoption of the report.

Carried.

John Love of Winnipeg was re-elected president for the fourth term unani-

W. W. McMillan of Winnipeg was reelected vice-president.

The old executive committee, consisting of the president, vice-president and W. H. McWilliams, S. P. Clark, F. Phillips and A. Reid, was re-elected.

The old Board of Directors were

elected, and consists of C. F. Travis, Elk-

condition of the market, combined with the restrictions and requirements of the the restrictions and requirements of the Grain Act, incumbers our business with unnecessary embarrassment. The grower is responsible for the rules governing the distribution of cars, which so unjustly interferes with our business. I believe that we shud not buy grain from growers except loaded into cars; then he will be the one to suffer from lack of shipping facilities. If you lock up large amounts of money in grain which you can not ship you may see the market go all to pieces before you can dispose of the grain.

of the grain.

When the rush is on the farmers bring their grain to the station. They must have some place to put their grain. As the Grain Act is amended he can order the cars he has ordered to any eltr. for loading. We shud not encourage or countenance the breaking of the law by the sailgrands. Let us insist upon them. the railroads. Let us insist upon them living up to the law, then if they fail to provide the facilities needed let the railroads and the farmers fight it out.

We can protect ourselves by instructing our agents to buy grain only in carload lots on track. Permit them to take in grain for storage, but never to buy wagon-load lots on the street. In this way we will be sure of our storage. After navigation closes we will be on an equal footing with others, and can buy on the

Let us insist upon the enforcement of the Manitoba Grain Act. If railroads do not supply cars in order of application let our solicitor go after them. We must

let our solicitor go after them. We must do some detective duties.

T. E. M. Banting: I wish to move the reference of this matter to a committee for consideration, and that the re-

The GRAIN BALERS JOURNAL

sults of their investigation be sent by cirsuits of their investigation be sent by circular to all members for their consideration at a general meeting of the Assn. I wud suggest that Mr. Phillips, Mr. Love, Mr. Fowler act as that committee, with power to choose others.

Seconded by Mr. F. Chapin and carried

After an address by Charles S. Clark of Chicago on the New Spirit in Assn. Work the meeting adjourned.

CONVENTION NOTES

The exhibition and the nervous markets materially reduced the attendance.

All were very optimistic regarding the prospect for a large crop of wheat.

Cost of real estate, \$2,220. Receipts from sale of real estate, \$5,350. Profit on transaction two acres on track plus \$3,130. Quite satisfactory.

The excellent reports of the officers showed the organization to be in prime condition and prepared to do even better work in the interest of members than

ever.

Winnipeg members in attendance were Jno. Love, F. M. Marsh, A. B. Ellis, W. J. Bittengen, J. C. Gage, T. C. Hatchard, J. J. McChugh, A. McMichael, Wm. Stead, Wm. Herriott, J. G. Gage, C. E. Hall, W. W. McMillan, F. Phillips, L. P. Clark, F. Coombs, C. A. Young, Jas. Hodd, W. L. Parrish and J. K. Stoddard.

Among those in attendance from out of town were Jas. Inness, Jno. Scott and F. Chapin, Hartney; T. E. M. Banting, Banting; Jno. Warren, Rapid City; Geo. McCulloch, Souris; B. Friel, Regina; G. B. Murphy and Wm. Hope, Carberry; J. F. Greenway, Crystal City; C. F. Hall, Rosthern; T. L. Morton, Gladstone; D. Woods, Summerset, and Jas. Glenn, Indian Head

The Ohio Dept. of Agriculture reports that a great deal of old clover was frozen out last winter, but the spring sown, is generally excellent. The area sown in 1903 cut for hay was 68 per cent. The last weekly report stated that "Clover seed is not promising."

A New Buffalo Firm.

For several years the Buffalo office of W. W. Alder has been managed by T. J. Stofer, who has had entire charge. On August 1, Mr. Alder admitted Mr. Stofer to partnership. The business will be continued under the firm name of Alder &

Mr. Stofer entered the grain business eleven years ago, going to work for Mr.



T. J. Stofer, Buffalo, N. Y.

Alder in the capacity of stenographer. During this time he has had wide experience in all branches of the business, and for the last six years has had full charge of the Buffalo office.

of the Buffalo office.

Mr. Stofer is well that of, is a careful, conservative business man, and enjoys the confidence and respect of all who know him. He is one of the directors of the Grain Dealers National Asso., as well as a director of the Buffalo Corn Exchange.

A portrait of Mr. Stofer is shown in the accompanying engraving.

the accompanying engraving.



The Winnipeg Grain Exchange and Annex

Observations.

By Traveler.

So much is said with reference to negligence by country shippers to do this, that and the other thing that it is only fair to call attention to one failing on the part of receivers.

I refer to the easy-going method which permits grain, after sale, to be switched for delivery at the sweet will of the railroad company, instead of with reasonable

Shippers have in years past suffered in-calculable loss during the late spring and summer months thru deterioration in the quality of grain which is allowed to stand on track at some terminal and which contains sufficient moisture to cause heating. Grain that arrives in a heating condition is usually marked "rush" delivery; but that which appears to be in good order (after the small sale sample is aired and dried out) ordinarily is permitted to take its course. This means that in a large number of cases no further attention is paid to the car, unless an inquiry is re-ceived from the shipper, until the buyer reports unloading or states that the grain is out of condition.

At this season of the year no excuse exists for leaving cars lying in the yards; they should be switched without delay and returns made within a few days after sale. Impress this fact upon the mind of your commission merchant and in your case, at least, he will pass the "hunch" along to the railroad company. Many commission merchants keep close watch on the time that cars are out, whether in transit or in the yards; but the majority are rather slack in this respect and even the best of them need to be jogged occasion-

While there is much just complaint in relation to excessive demurrage charges, not a few of these cud be avoided with the exercise of proper foresight on the part of shippers.

For instance, an increasingly large volume of grain is sent each year to mills, malt-houses, cereal plants, distilleries and refineries located at interior stations on the direct line to one or more terminal markets; and many loads are promptly refused, by mail or wire, as not being adapted to the requirements of the con-

In such cases it has come to be the custom to have the grain forwarded to some nearby market for sale by a commission house; but during the period that often elapses between the sending of the notice of rejection and receipt of re-billing or-ders, car and track service charges accrue.

Under ordinary circumstances they can be obviated altogether by sending instruc-tions with advices of shipments that, if the grain is not applied on contract, it shall be billed out again to such-and-such

It might seem that anything so simple

would occur to every shipper, but I am led to mention the matter on account of seeing attached to account sales from ter-minal markets bill after bill for demurrage charges incurred on grain stopped at in-terior stations. They appear to be the result of pure oversight in a majority of

Of course, grain may be held pending settlement of a dispute as to quality or the terms of the contract; yet it has been my observation that it does not pay in the long run to pursue that course. Imposition or unfair dealing of any kind shud not be submitted to; but, where a shipper has reason to believe that he has been subjected to either, it is better to arrange to have the load in question carefully sampled by a third party, and the sample used in adjudication, than it is to keep grain standing on track.

If you do not deem it of sufficient importance to follow the plan above outlined, just go thru your file of expense bills for a year past and figures up the demurrage that might have been saved. Then offset this by the amount you have gained in consequence of incurring it. It is dollars to biscuits that the difference will appall

Michigan Crop Report.

The average yields of the crops already liarvested in Michigan are estimated by Fred M. Warner, Secy. of the Dept. of State, as 8 bus. for wheat, 12 for rye,

State, as 8 bus. for wheat, 12 for rye, 32 for oats.

The condition of growing corn Aug. 1 was 72 per cent, and of beans 89 per cent. In some places on light land the dry weather has damaged corn, but on heavier soil the crop has stood the drought very well. Beans look very good where they have received proper attention. In most fields they are free from weeds and look thrifty. However, the critical time is ahead since one or two good crops have been lost by having unfavorable weather at harvest time.

The wheat crop was harvested and se-

favorable weather at harvest time.

The wheat crop was harvested and secured this year without any damage being done by rain. It will prove, however, to be the poorest crop grown in the state in many years. The quality and yield is even more disappointing than looked for before threshing time. In many cases the quality is exceedingly poor being wholly unfit for milling purposes. Some of this damage was done by rust, which was quite prevalent this year.

Farmers marketed 3,595,000 bus. of wheat during the 12 months ending Aug.

r or 447,500 bus. less than the quantity marketed during the corresponding months of 1902-3.

The Manitoba Crop.

Dealers in attendance at the annual meeting of the Northwest Grain Dealers Assn., held in Winnipeg recently, were much elated over the prospect of a good crop and the rapid improvement in the condition of wheat.

All are agreed that the crop is 10 to 14 All are agreed that the crop is 10 to 14 days late, but recent weather has been rushing it to maturity. The straw is short and strong, the heads long and filling fast. The stand is so thick that in many fields a yield of 35 to 45 bushels is confidently expected. Some grain has already been cut in southern Manitoba and cutting will commence in all districts Aug. 20th to

Estimates of the average yield in Mani-toba and Assinaboia vary from 18 to 20 bushels to the acre, with the assurance of business to the acre, with the assurance of a greater yield should frost hold off till Sept. 1st, in which case the crop from the 3,450,000 acres seeded will amount to 69,000,000 bushels. This will give the two provinces as shipping surplus of about 55,-

Government Crop Report.

The statistician of the Dept. of Agriculture, in his report issued Aug. 10, gives the condition of corn Aug. 1 as 87.3; compared with 86.4 a month ago, 78.7 a year ago, and a 10-year average of 83.5. The corn crop this year promises to be the second largest on record.

ond largest on record.

The condition of oats is 86.6; compared with 89.8 one month ago, 79.5 a year ago and a 10-year average of 82.7.

Spring wheat shows a sharp drop in condition, which was 87.5 Aug. I, compared with 93.7 July I; 77.1 a year ago, and a 10-year average of 81.2. The condition of coving wheat in South Dakuta. dition of spring wheat in South Dakota dropped from 97 a month ago to 85

Since the report was compiled spring wheat has suffered damage by rust, which will result in a lower condition than that

The yield of winter wheat per acre is estimated at 12.3 bus., making the crop of winter wheat this year 333,400,000 bus.; compared with 400,000,000 bus. in 1903. No estimate of the yield of spring wheat has been made by the government.

Black Rust.

A careful search of Agricultural Authorities on Wheat Diseases brings to light very few references to rust and no reference to black rust as such.

The nearest approach to the characteristics of the disease now blighting the spring wheat crop is Septoria, a disease which did great damage to the wheat crop of Maryland in 1898. According to Charles O. Townsend, Ph. D., Plant Pathologist of the Maryland Agricultural Experiment Station, Septoria is much like red rust which infects wheat but the color

In Sept., 1898, he wrote: "Septoria.—During the past season the wheat crop in certain sections of our State species of Septoria (probably Septoria glumarium). It does not appear that this fungus has heretofore produced any damage to wheat in this State, although it has been seen in Europe and possibly in some parts of our own country. I have not been able, however, to find any ac-count of its appearance in America. It is seen soon after the heads are formed, and attacks the straw, leaves and glumes, but does not attack the grain itself. It spreads rapidly over the individual plants, and rapidly over the individual plants, and from plant to plant, and draws so much nourishment from its host just at the time when the heads are filling, that the kernels are very much shrivelled. It often appears most distinctly upon the heads, giving them a dirty appearance. Upon close examination, the infested parts are seen to be covered with numerous, small, black dots which are masses of spores in little cavities (Pycuidia.) It is impossible to estimate at this time, the spores in little cavities (Pycuidia.) It is impossible to estimate at this time, the amount of damage done by this fungus during the past season, but in a single instance, one field that gave every indication of producing from 30 to 35 bushels per acre of A No. I wheat was so injured in a few days by this pest that the yield was reduced to 15 bushels per acre of inferior grain. In other sections the degree of injury has been more or less marked. It has been impossible to investigate the disease fully during the past season."

Late Crop Reports.

Johnson, Minn., Aug. 4.—The reports of black rust along the Browns Valley branch of the G. N. R. R. are exaggerated. Rust appears only in spots, and the effect is light.—Thos. S. Cunningham.

Nardin, Okla., Aug. 3.—Threshing is under good headway, but is being held back by frequent rains. Wheat is yielding about 14 bus, per acre and is being marketed in poor condition. Corn is in fine condition and is almost hard enough for feed.—W. O. McClellan.

Castana, Ia., Aug. 10.—Crops condition very good. Oats making from 30 to 50 hus. per acre. Barley fair, and corn is promising a great yield. Wheat is not so good, a small yield but pretty fair quality. No rye. Weather good for threshing.—G. H. Leutes, agt. Trans. Miss. Grain Co.





t that the wheat never looks so good to the lambs as when it is so high that it's dangerous?—Minneapolis Journal, Why is it that the

Supply Trade

The Model Gas Engine Co.'s plant at Auburn, Ind., has been purchased for \$47,500 by John W. White, pres. of the White National Bank, Fort Wayne, Ind.

In no business does the wrong dog get kicked as much as in the advertising business. The solicitor for the fake advertising medium gets an invitation to dinner and the spare room, while the legitimate medium gets "Sorry, but busy now." —White's Sayings.

The 24-year-old daughter of Faustin Prinz of the Prinz & Rau Mfg. Co., Milwaukee, committed suicide on the evening of Aug. 5th by turning on the gas in a bathroom. The following day was Miss Prinz' birthday and a surprise party had been arranged for her in the evening.

The Foos Gas Engine Co., of Springfield, O., has issued a new catalog, No. 20, describing the well known Foos Engine and illustrating the construction of its parts, which have been designed to obtain a smooth running and economical machine. This catalog will be mailed to readers of the Grain Dealers Journal on request.

The N. P. Bowsher Co., South Bend, Ind., has installed a new 100 h.p. boiler and 90-foot stack. The old boiler has also been overhauled and connected to the same stack, thus giving the firm two steam plants and insurange against idleness on account of boiler troubles. The new boiler is some larger than the old one in anticipation of more power required in the future.

Secy. McCotter of the Grain Dealers Nat'l Mutual Fire Ins. Co., gave a "surplus dinner" to the employes of the company, including the field force, at Indianapolis recently, in celebration of the re-

markable success of the company. After one and a half years' work the company has reached a financial condition only hoped for at the end of about three years. The growth attained attests the hard work done and the confidence the grain dealers have in the company and mutual insurance.

The Jeffrey Mfg. Co., of Columbus, O., has just issued catalog No. 67 A, devoted to the Century Rubber Belt Conveyor, belt troughing carriers, trippers, roller carriers, and concentrating rollers, as well as flight conveyors, cable conveyors, apron conveyors, chain and belt elevators, elevator buckets, chain links and screening machinery. This book of 48 pages is well printed and handsomely illustrated, and its perusal will reward any grain dealer who sends to the company for a copy, free to subscribers of The Grain Dealers Journal.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., of Maroa, Ill., include shipments to: Shellabarger Elevator Co., Argenta, Ill.; J. H. Hawes, Atlanta, Ill.; E. Albright, Beemer, Neb.; John Brumgard, Horton, O.; Advance Grain Co., Advance, Ind.; Fred Blattner & Co., Wellsville, Mo.; C. Cunningham, Terhune, Ind.; Bauman Grain Co., Neodesha, Kan.; Oneil, Kaufman & Pettit, Kiowa, Kan.; Nagel Bros., Dutzow, Mo.; Swinney & Fowler, Kingman, Kan.; Chatham Elevator Co., Chatham, Ill.; Fall & Alter, Darlington, Ind.; F. Y. Meitnes, Olmitz, Kan.; Chamberlain Bros., N. Lewisburg, O.; Wadena Grain Co., Wadena, Ind.; L. Schreiber, Otis, Kan.; La Crosse Lumber & Grain Co., Otis, and La Crosse, Kan.; Wilbert Hawkins, Fowler, Ind.; Aaron Kipp Grain & Ice Co., Ellsworth, Kan.; Kersten & Smiley, Plainfield, Ill., and Arnold & Engeler, Penville, Ind.

The Huntley Mfg. Co., of Silver Creek, N. Y., has issued a new catalog of the Monitor line of grain cleaning and special machines, including the Monitor Dustless Receiving Separator, the Monitor Milling Separator, the Monitor Dustless Elevator and Warehouse Separator, Monitor Compound Shake Warehouse Sep

arator, Monitor Screenings Separator, Monitor Oat Groat Separator, Monitor Cockle Separating Cylinder, Monitor Corn Cleaner, Monitor Corn Scourer, the Diamond Dustless Corn Sheller and Separator, the Cranson Buckwheat Scouring, Polishing and Separating Machine, the Monitor Adjustable Scourer and Polishing Machine, the Cranson Improved Scouring, Polishing and Separating Machine, and Monitor Feed Packer. Engravings show the different styles of perforated sheet metals, and the text gives instructions for ordering sieves. The dimensions, capacity, power and cost of each machine are stated. Besides the 36 good engravings the 56 pages of the book contain interesting reading matter explaining the construction and method of operating each machine. No grain handler should be without this information, and Journal readers will be sent a copy of the catalog free of charge on application to the manufacturers.

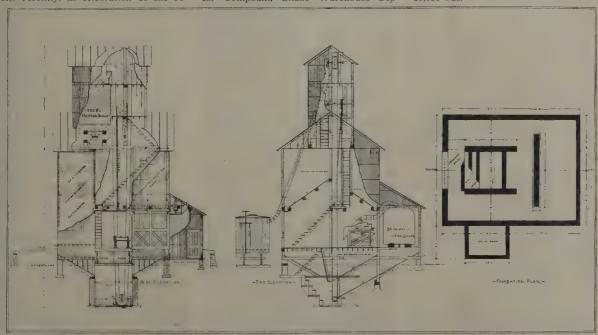
Plan of 20,000-Bu. Elevator. One of the most substantial country

One of the most substantial country elevators which have been erected in Kansas during the past season is that of the Alden Grain, Fuel & Live Stock Co., at Alden, Kan., and illustrated in the side elevation, end elevation and foundation plans reproduced in the engravings herewith.

The building is 30x37 ft., has six bins with hoppered bottoms, of cribbed construction, and is covered with corrugated, galvanized iron siding. The house has 2 dumps and one stand of elevators with 11x6 cups. On the ground floor is located a No. 2 Invincible Separator, and in the cupola is a 500-bu. Monarch Hopper Scale. Power from the 22-h.p. gasoline engine is transmitted to the cupola by rope. Cars are loaded thru a chute from the head of the elevator, terminating in a flexible spout, or from the 1,250-bu. shipping bin, which is hoppered to the side of the house. Under the separator is a 500-bu. cleaning bin.

cleaning bin.

The elevator was designed and built by Henderson & Friedline. Its capacity is 20,000 bus.



Plan of 20,000 Bu. Elevator Erected at Alden, Kan.

Michigan Hay Dealers Meeting.

The fourth annual meeting of the Michigan Hay Asso, was called to order in Assembly Hall, Lansing, Aug. 4, at 1:30 p. m. by Pres. Dimond.
Welcome to the city was extended by Mayor Hugh Lyons.
Mr. Geo. Warren responded on behalf

Mr. Geo. Warren responded on benamof the asso.
F. L. Young, secy., in his report stated the present membership of 209 was an advance of 67 over number at last meeting, due largely to the growth in the individual effort of members. His report as treasurer showed a balance in the treasury of \$249.64. His reports were adopted.
J. A. Heath, chairman, Board of Directors, made report, telling of local con-

rectors, made report, telling of local conditions, which proved that the asso. is in the front ranks among trade organiza-

They recommended the appointment of a committee, with power to act, to confer with committees from other associations with committees from other associations regarding consolidation. Also, that the association take a decided stand and support the effort to secure a law like that of Virginia governing distribution of cars.

James Kerr read a paper on Arbitration, from which we take the following: "Those with long experience favor arbitration as a cheap and inexpensive means of settling disputes. Michigan has provided a Court of Mediation to settle disputes between employer and expensive heat putes between employer and employe, but this court has no jurisdiction over any other dispute, in business. Be sure and get men for arbitrators that you think will be as fair to the other fellow as you. If you don't you are not honest. Avoid the courts as you would a pest."

Pres: Dimond in his address thanked

the members for their loyal support. "It has been my desire to conduct the affairs of the asso, so that my administration would not be a disappointment to those who had trusted it to my care. We have made fair progress. Our membership is enlarged and all have entered into the effort being made to enact national legislation for the betterment of shippers in-terests. Let us give to the asso, the same untiring energy that makes our personal

business a success."

Albert Todd, of Owosso, in giving his views on the question "Should hay be sold at tag rates, the same as all other package goods?" advised every shipper to see the hay carefully and correctly weighed when he receives it from the farmer. The buyer wants to pay only for what he gets. In my experience the trou-ble arises from the weights marked by the baler. Sell on guarantee of one or two per cent. Ship the grade you agreed to ship. Insist upon the purchasers acto snp. Insist upon the purchasers acceptance of the hay upon invoice and weights governing settlement. Buy hay from the farmer only on grade.

Mr. Jas. T. Clendenin, upon invitation, read a paper on the proposed new Uniform Bill of Lading, from which we take the following.

UNIFORM BILL OF LADING.

UNIFORM BILL OF LADING.

The objections to the proposed New Uniform Bill of Lading can best be seen by a short reference to the history of the bill of lading heretofore in use in official classification territory. The conditions generally in use attempt to limit the common law liabilities of the carriers, but heretofore these conditions have not been enforced, except against unfavored industries and unfavored shippers. Claims have been refused on the grounds that the carriers assume none of the common law liabilities. In fact, the conditions have always been a fence behind which the carrier attempted to shield itself

against loss, and in certain state courts the carrier has been allowed to defend on these grounds. In other courts, however, notable in states where the law does not allow carriers to limit their liabilities, it has been held that the carrier is bound to care for the property and can be held liable for loss. The tendency of the courts is to the latter view, and it is for this just rendering in the future we now contend, and it is to evade this just responsibility by the carriers that the New Uniform Bill of Lading has been proposed.

By referring to conditions on back of Uniform Bill of Lading, you will not find one that guarantees the right of the owner of the property, but you will find that every one relieves the carriers from any and all responsibility. You may say conditions of the New Uniform Bill of Lading are almost identical with the old Bill of Lading, and with one or two exceptions they are, but when signed as is required by both the agent and owner you have a valid contract, and the Railroad Companies are in a position to enforce the conditions in any court, and so bind the owner of the property.

Bills of Lading are now negotiable, but it is proposed that the Uniform Bill of Lading shall bear the words "not negotiable." This will prevent the use of a Bill of Lading, Eastern Banks are also carefully considering the new uniform bill of Lading, and eastern merchants in every branch of business are very much in earnest, as the new uniform Bill of Lading may change the entire methods of doing business. The term "not negotiable" is not the sole objection on the part of financial institutions. Banks will not advance money on a Bill of Lading which relieves carriers from responsibility, because if goods are damaged or destroyed the railroad is not liable. Therefore, such a bill of lading and certainly unfit for collateral. When you invalidate the bill of lading as collateral you strike at the very heart of the business which you are here to protect and foster. Carriers should be required to the same common

ments.

I might add that the bill of lading has, at the instance of the American Shippers' Asso., been postponed in its enforcement until January 1st next. Before that time circulars of advice will be sent to the leading commercial organizations, stating the objections, the necessities, and what shippers, as a matter of protection, ought to do under the circumstances.

What we want and should work for is a bill of lading, simple and plain in its language, fair to the carrier, shipper and banker, so legible and plain that any one can tell the conditions under which the shipment is made. This, I understand, the American Shippers' Asso. will work for, and in it they should be assisted as far as possible by all shippers, firms and organizations.

A permanent committee, composed of Geo. C. Warren, J. A. Heath, Smith Young, W. H. Meachum, D. Donaldson, was appointed to confer with the American Shippers Asso. on all railroad ques-

tions.

H. G. Morgan, Pres. of Nat'l Hay Asso., made an address, citing present conditions as compared with those of 15 years ago, and forecasting what the future would bring. "The non-members as well as members are profiting by the standard of business dealing as result of this organization. Our system is not yet perfected, as it is with other assos. We realize that, and are working towards that end. I venture to say that 15 yrs. from now the hay business will be conducted as it is in the grain line. There will be lines of hay warehouses on every road. The place to store hay and the place to make markets is at the point of origin."

The chair appointed the different committees, and after invitation of C. D.

Smith to visit the Agricultural College, and see the different grasses growing, the meeting adjourned.

Thursday Ebening.

The reception committee had provided special cars to take dealers to Waverly Park in the evening, where vaudeville was in progress. After alternately listen-ing to solos, and watching acrobats and dancers, the party returned.

A clever magician entertained with several good tricks, and though two reliable hay receivers were on the stage with him, they were unable to inform their friends how he did them.

Friday Morning.

Prof. Smith had promised to show the dealers some interesting sights if they would visit the college, so at 8 o'clock a would visit the conlege, so at 8 octock a large party went out to the farm. After seeing the cattle, and listening to Prof. Smith on corn, wheat and oats culture, they arrived at the hay and bean plots. Alfalfa hay showed a splendid growth. All were interested in the two varieties of soy beans. One, having nodulous roots formed by a certain bacteria inoculation, receives its life from the air, and the other from the soil. The fertilizing quality of the inoculated one is nearly 100 per cent richer than the other.

The second day's session was called to

order at 10 o'clock.

Mr. M. H. Vaughan 'addressed the meeting on "Co-operation of Michigan Shippers Organization." "The broad principles of a hay dealers asso. shud be to ciples of a hay dealers asso. shud be to promote harmony, not only between members, but other interests, like beans and grain dealers, so as to be able to secure concentrated action, and thus exercise, when necessary, a judicious prestige and influence. Become enthusiastic workers and join hands with other assos. A trade organization shud not exercise an influence tending toward monopoly, further than to uphold the principle that the business be confined to those who are properly engaged therein, and have the proper facilities, such as the public demand, and conduct the business with the spirit and purpose of earning legitimate margins of purpose of earning legitimate margins of

J. L. Dexter, of Detroit, made a short address on "Our Association." "This splendid gathering of representatives indicates a personal interest, and that Michigan and the statement of the statem cates a personal interest, and that Michigan was first to organize speaks volumes for their enterprise. I am gratified that neighbors come to our meetings, listen to our deliberations, and are counseled and benefitted by our decisions."

Smith Young, of Lansing, spoke on "Rejections resulting from declining market." "Complaints of rejected cars are not confined to any narticular market but we

ket." "Complaints of rejected cars are not confined to any particular market, but we find a large majority to come from the large terminal centers. There is an impression among shippers that if the market declines the receiver will not accept the stuff, and receivers have the feeling that they will not get from the average shipper purchases made prior to an advance. All based on actual experience. Avoid large sales. Much money is lost by selling too far ahead. Be careful to whom you sell."

T. W. Astley, Grand Ledge, in giving his views as to "How buyers can get weights that will hold out at terminals," stated that there is a natural shrinkage after baling and before shipping. Weights

after baling and before shipping. Weights shud be taken at time of shipping. Balers weights are a dead uncertainty. All setweights are a dead uncertainty.

tlement for baling must be on basis of weights at time of delivery, and if hay is sold at tag weights, weigh and tag

your hay at time of loading.

Hon. W. J. Spillman, of Dept. of Agriculture, addressed the meeting on "Our Hay Crop." He stated that 31,000,000 Hay Crop." He stated that 31,000,000 acres of timothy hay are cut each year, averaging I I-10 tons per acre. A scientific farmer in Pa., who knows how to grow hay, is cutting 67-10 tons from each acre, and it is possible to increase the crop to nearly that amount on all hay land. He spoke of the many different grasses and the feed benefits therefrom, "Alfalfa hay can be grown in every county falfa hay can be grown in every county of the United States, with exception of Florida and northern Maine. A farm in S. C. is 69 yrs. old; one in N. Y. 45 yrs. old."

W. H. Meachum, Holly, spoke on "Reliable Crop Statistics and Their Benefit to the Trade," and stated that the present Government crop report is inaccurate and insufficient. He suggests that each state be well organized and a man travel

and compile reports.

H. E. Price, Lansing, to whom was assigned the subject: "Should our asso. compile a list of disreputable receivers?" said: "Honest receivers would welcome that the mathods are the methods." sau: Honest receivers would welcome such a list. I disapprove of the methods employed by unscrupulous receivers. It is the duty of each member to expose disreputable receivers wherever he discovers them."

The committee on receiving of sections of sections.

The committee on resolutions offered resolutions thanking the various speakers, especially Mr. Spillman, and the secretary was instructed to direct a letter, expressing the thanks of the asso., to the Secy. of Agriculture, Washington, D. C.

Resolutions of sympathy upon the death of F. A. Rockafellow, Carson City, were read and forwarded to his family.

Committee on Place reported Jackson

as the selection for next meeting place. The committee to whom was referred the paper by Mr. Clendenin presented the following report, which was adopted:

RESOLUTION AGAINST UNIFORM BILL OF LADING.

Your Committee, to whom was referred the paper by Mr. Jas. T. Clendenen, and all matters pertaining thereto, beg to report that we have given the matter such consideration as our limited time would permit and beg to offer at this time the following resolutions as expressing our ideas with reference to the matter.

ideas with reference to the matter.

WHEREAS, There is at this time a concerted effort on the part of the Transportation Companies in the United States to put into effect at an early date a New 'Uniform Bill of Lading,' so-called, which, as a matter of fact, is uniform more largely in its disadvantageous terms and conditions, as viewed from the standpoint of the shipper, than otherwise, and which, under its terms and conditions as specifically set forth, will relieve the Transportation Companies of all the common law liability of the carrier as regards the safety of the goods, products or commodities against loss or damage in transit.

WHEREAS, We believe it our bounden

WHEREAS, We believe it our bounden duty to protect our interests in this matter in every respect, even to the extent of invoking, if necessary, the aid of Con-

duty to protect our interests in this matter in every respect, even to the extent of invoking, if necessary, the aid of Congress, and
WHEREAS, We believe this can best be done by and through concerted action; therefore, be it
RESOLVED, That the Michigan Hay Asso. do hereby endorse the work done and being done by the American Shippers' Asso, with reference thereto, and be it further

RESOLVED, That the Michigan Hay Asso, in convention assembled, does hereby protest as an organization and on behalf of its individual members against the insertion of any terms or conditions either upon the face or back of any Bill

of Lading such as shall be intended to, or have the effect of relieving the carrier of any of the common law liability, or which shall operate to destroy the negotiability of Bills of Lading issued, based upon Tariff Rates, and be it further

RESOLVED, That a special committee of three members of this Asso. be appointed by the President with full power to act for and on behalf of the Asso. in all matters pertaining to same.

Committee on Nominations named the Committee on Nominations named the following for officers: Pres., Smith Young, Lansing; 1st Vice Pres., W. T. Hulscher, Battle Creek; 2nd Vice Pres., Henry Bliss; Secy-Treas., E. C. Forrest, Saginaw. Directors, Leo Dimond, Mayville; W. H. Meachum, Holly; C. E. Noyes, Jackson; D. Donaldson, Reese; N. A. Walter, Coopersville.

The new president was called on. and

The new president was called on, and expressed his thanks for the honor given

Mr. Dimond, in surrendering the office to Mr. Young, expressed his pleasure in turning the affairs of the asso. over to such an able man.

The meeting then adjourned.

New Barley Crop Estimates.

Below is a summary made up from 380 replies received by E. P. Bacon & Co. from points in the barley producing sections of the states named to a recent letter of inquiry in respect to the outturn

of the new crop in those states:

Wisconsin. Reports from the barley producing region of this state indicate about the same production as last year and somewhat less than two years ago. The quality averages good, a large percentage of the reports being to the effect that it is choice, and the berry medium to plump. There are no reports of damage sufficient to cause unsoundness and only a few advise the berry light weight, the larger number advising that it is plump. In this respect the crop is better than last year. The color is uneven, depending upon harvest conditions, but the larger part is more or less discolored by unfavorable weather. Acreage estimates as compared with last year vary somewhat, and on the whole indicate a small increase. Yield per acre estimates range from 18 to 50 bus, and average about 32 bus, or the same as last crop and 5 bus, per acre less than the crop of

Minnesota. The reports from barley producing sections of this state are quite uniform, and indicate a more even crop and an increased production as compared with last year. The quality averages better than last crop and apparently ranges from low malting to choice, but the larger portion may be classed under the latter head. About two-thirds of the replies advise the berry plump and one-third medium weight. There are no reports of damage by unfavorable weather sufficient to cause material unsoundness, but there have been rains since these reports were received, which will probably result in more or less deterioration in quality. The color is variable. Some advise no discoloration, but the larger percentage report damage in this respect, and considering recent unfavorable har-vest weather it is reasonable to expect that the greater portion will be more or less discolored. Acreage estimates as compared with last year range from 33 I-3 per cent increase to 33 I-3 per cent decrease, but an equal number advise the same as last year, and on the whole they indicate no change of importance. Yield per acre estimates range from 20 to 40 bus, and average about 32 bus. or 5 bus. per acre more than last crop, and the same as the crop of 1902.

Iowa. From this state the reports show a marked improvement as compared with those received a year ago, and indicate a much larger production than last crop, due to larger yield per acre and better quality. The quality ranges from feed barley to choice malting, but apparently there is the larger percentage of the latter kind, and a fair proportion of me-dium malting quality. The larger per-centage of reports advise the berry plump and only a few mention that it is light weight. There are no reports of damage sufficient to cause material unsoundness, but rains since these reports were received may change the situation somewhat in that respect. The color is evidently uneven, as many localities report no discoloration, while the larger percentage advise to the contrary, and some state that it is badly discolored, and a few that it is bleached. Acreage estimates as compared with last year vary maters as compared with last year vary materially, and range from 200 per cent increase to 50 per cent decrease, but these extremes are few in number, while about one-third report no change. On the whole there is apparently a small increase. Yield per acre estimates range from 20 to 50 bus, and average about 36 bus, or 8 bus, more than lest con and bus. or 8 bus. more than last crop and

bus. or 8 bus. more than last crop and 4 bus. more than the crop of 1902.

South Dakota. Advices from this state indicate a smaller production than last crop, due to reduced yield per acre. The quality is not as good as last crop, there being a larger percentage that is medium and light weight. About one-half of the reports advise the berry as being plump. There are some reports of damage by hail and rust, but on the whole there are no reports of serious whole there are no reports of serious damage by unfavorable weather. The color is uneven, as usual, but there is more discoloration than last crop. Acreage estimates as compared with last crop vary somewhat and range from 20 per cent decrease to 50 per cent increase, and the average is about 5 per cent gain. Yield per acre estimates range from 20 to 50 bus. and average about 30 bus. or 3 bus. per acre less than last crop, and 2 bus. less than the crop of 1902.

Nebraska. Advices from localities in this state where barley is raised indicate considerable increase in production as compared with previous crops, due to incompared with previous crops, due to increased acreage and larger yield. The quality ranges from feed to a fair malting. A small percentage of the reports state that the berry is light weight, but the larger number advise that it is plump. The color is generally dark, most of the reports being to the effect that it is discolored, and some say badly, also bleached. Acreage estimates as compared with last year range from 50 per cent with last year range from 50 per cent decrease to 200 per cent increase, and the average shows a gain of about 25 per cent. Yield per acre estimates range from 18 to 45 bus. and average about 32 bus.

Twelve years ago this summer Jack Frost caught the belated spring wheat crop and Old Hutch caught the daring speculators short on Sept. wheat.

Reconsigning privileges at the Missouri River points were considered at a meeting Aug. 9 at Chicago of the Missouri River lines. Regulations have been suggested looking toward greater uniformity.

Meeting of South Dakota Dealers.

A meeting of the South Dakota members of the Tri-state Grain Dealers Asso. was held at Mitchell, S. D., in the hall adjoining the rooms of the Mitchell Club, Aug. 2. It was intended to hold an afternoon and evening session, but owing to the enforced absence of two of the most important numbers on the program, only an afternoon session was held. In point of attendance the meeting was a success, and a spirit of friendship and good feeling was engendered.

Pres. Brenner called the meeting to or-

der, and Divine blessing was invoked by the Rev. Thos. Nicholson. Mayor Silsbury welcomed the dealers

to the city.

Pres. Brenner thanked the members of the Mitchell Club for the use of their rooms and said in part:

The grain dealers of South Dakota, of whom I understand quite a number will be members of the legislature which will assemble this winter, should undertake to assemble this winter, should undertake to endow the state experimental station with more funds for its work. The state of So. Dakota appropriates \$1,000 annually for the work done at the experimental station. It strikes me that there is no work that will bring greater results to this state, and I believe it would be better for the that will bring greater results to this state, and I believe it would be better for the state to make an appropriation of \$10,000 to \$15,000. I wish to urge every one to use his influence to increase this appropriation so that more and better work can be done. The state of Illinois appropriates \$10,000 per annum.

This question of crop breeding is a great in. It is a great question whichever way you view it, whether you view it from the point of dollars and cents, or from the point of the most good to the most people. point of the most good to the most people. This is an agricultural state, and surely nothing can bring more good to it than crop improvement. Not only better seed, but better seeding, better cultivating. As it is, our farmers trust in the yield too much. They put in the seeds and sit down and wait for a kind Providence to produce climatic conditions, rains, etc., to make them a big crop.

to make them a big crop.

I would advise each grain dealer to in-terest the editors of local papers, their representatives in the legislatures and bankers in this matter of crop improve-ment. We may be sure that the state experimental station will afford us all the assistance they possibly can.

Secy. Quinn read the following letter from J. L. McCaull:

Secy. Quinn read the following letter from J. L. McCaull:

RELATION OF GRAIN DEALER TO FARMER.

It is with sincere regret that I advise you of my inability to be present at and participate in the very important meeting to be held at Mitchell. Absence from any meeting of this sort is an embarrassment to me, as I feel that I am the loser by such absence, and in this instance I feel the loss more keenly when I consider that in South Dakota we have our greatest investments; that in South Dakota we started in the grain business, and that citizens of South Dakota we number among our very warmest frends.

When I consider that less than ten years ago we shipped seed wheat into the best counties of the state of South Dakota; when I consider that at a more recent date the state and the most of the county governments were practically bankrupt; when I consider that year after year drouth and devastation continued to write disaster on the horizon, and when I consider that the unfaltering, unflinching determination of her citizens has overcome all these adverse conditions and placed South Dakota in the very first rank of middle western states, I take off my hat to her people and point with swelling pride to their achievements.

It is with great regret that. I am unable to speak personally upon the question assigned me, "The Relation of the Grain Dealer to the Farmer."

I feel that this relation is too often rendered unpleasant and inharmonious chiefly lack of comprehension of the proper that he was a summary of the dealer of the present day only, who cannot grasp the fact that the world extends beyond his own horizon, that there are other interests paramount to the mere grasping of the dollar, who cannot be convinced that his own interests are impaired, and who is not willing to co-perate for the general good, is really of too small acalibre to be righty styled a "grain dealer." The better title would be a "mnew grand ealer." The better title would be a "mnew grand ealer." The better title would be a "mnew grand ealer is an important factor in our present day commercial organization; who is unwilling to cannot the grain dealer a fair remuneration for his labor, is doubtless laboring under a misapprehenson of the broad lines on which business in general is being conducted.

The old cry of "Down with the middle man" if followed would restore us to the days of barter which in my personal experience embraced the trading of grain for calleo, sugar, dried apples and sundry other plunder to be found in the country store of the carly 70%. Corn at 10 cents pertines attactive, but more often make a faction in the early history of the great state of lows. It should be and is the duty of the progressive grain dealer to ground in the early history of the great state of lows. It should be and is the duty of the progressive grain dealer to production the quality of the grain for dealer, sugar, dried apples and sundry other plunder to be found in the construction. It should be and is the duty of the progressive grain dealer to production the quality of the grain for the limited that he was a fairness of the limited for the l

Sharing the hardships and vicissitudes of the past, they are now entering upon a period of great prosperity. In the dark and dreary days that tried the stoutest of men's souls, the farmers and grain dealers hoped and prayed for a better day. That day has dawned. It is not noon nor afternoon, but morning; merely the beginning and not the end of that prosperous period long hoped for and well deserved.

The Dres introduced Part Chilectt of

The Pres. introduced Prof. Chilcott of the So. Dakota Experimental Station, who spoke on the methods used at the station for the improvement of seeds and increasor the improvement of seeds and increasing the yield, and urged the necessity of grain dealers, who come in close touch with the farmers, assisting the Experimental Station in this work.

Regarding macaroni wheat Prof. Chilcott said: It has come to stay, and you had better help it along than to offer any opposition to it. I think that a line drawn from Brookings County to the Missouri River would be about the dividing line between macaroni and bread wheat districts. That wheat will be raised to the west and north, but to the south and east bread wheat will be about the only wheat raised. They can't raise good macaroni wheat in southeastern So. Dakota any more than they can raise it in Minnesota or any other part of the country. Wherever the conditions have been dry and unfavorable the quality of macaroni wheat raised was excellent, and down here the yield was not as good as it was in those districts where we thought it could not be raised at all.

One thing the grain dealer can do to assist us in improving the quality of wheat is to drive thru the country and select a quart or a pint or even a handful of grains from an exceptionally good field and send them to us. In the majority of cases it will prove to be the case, that the superiority of the grain over other grain raised round about it, is due to bet-ter soil or other local conditions, but in cases where it is found that the seed is of a superior quality we can use it in crossing with other seeds and thereby produce a superior quality of wheat.

a superior quality of wheat.

Every year for nine years we have sent out a printed circular on how to treat seed grain for smut. Notice has been sent out showing the farmers how it can be done, and yet not one farmer in a hundred treats his grain for smut today.

The Pres.: There was some opposition the press.

on the part of the grain trade to the raising of macaroni wheat. They were not opposed to it for the reason that it was macaroni wheat, but for the reason that the inspection rules at terminal markets made all wheat mixed with macaroni liable to a lower grade, thus entailing a loss on the shippers. The grain trade will be glad to handle it. If it is better for the farmer it is better for the elevator

The Pres. read a telegram from Prof.

Holden stating inability to be present. Secy. Stibbens of the National Asso., being introduced by the Pres., spoke as follows:

THE WORK OF THE NATIONAL ASSOCIATION.

I have traveled over 700 miles to talk to you. Most of the grain dealers of this audience understand the business and working of the National Assn., therefore it will not be necessary for me to consume much of your time. The National Assn. was organized in the fall of '96 and has been in existence from that time until the present. The work is now being conducted more by committee work than otherwise and one object in the organization of the National Assn. was to eradicate evils existing in terminal markets and to improve the weighing and inspection systems, improve conditions in railroad yards and do away with the stealage of grain as far as pos-

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sible, as all these evils which may be eradicated at the terminal end enable the dealer in the country to pay a better price to the farmer for his grain.

to the farmer for his grain.

It is hardly necessary for me to say that in the past five years conditions in the terminals have been wonderfully improved. There has recently been installed in Memphis a public weighing system, also in New Orleans, St. Louis, and Kansas City, which was known a few years ago to be the worst market in the country, is now one of the best and this has all been done by organization. organization.

by organization.

One of the most important features is arbitration whereby people who have differences can have them adjusted by men who fully understand the customs of the trade and that system of arbitration extends practically all over the United States. People in Baltimore are arbitrating differences with people in Chicago and people in Texas are arbitrating differences with those in Kansas City, and so on throughout the country.

renes with people in Chicago and people in Texas are arbitrating differences with those in Kansas City, and so on throughout the country.

This organization, as you well know, if you read the report of J. L. McCaull at Milwaukee in June, is using its influence in the various states to help agitate and bring about if possible the breeding of corn, to undertake to educate the producers in the different states that it is to their interest to plant better seed, to be more careful in selecting seed, and several of these western states have already created a sentiment which means thousands of bushels of grain to the farmers that they never have raised before because they have not been careful in selecting their seeds. It will not only bnefit the producers of this country, but it will benefit the men who handle their grain and there is no class of men in the country who are in closer touch with the producers of the country than are the grain dealers, and they should take up the matter with the farmers of the country by sending to the experimental stations of your state and securing samples of proper seed and show to your customer and talk it up, and in a few years you will be surprised at the improvement that will take place. In Indian and Iowa I have heard several different addresses on the breeding of corn and in these states sentiment has already been started. In Iowa the railroads were so interested that they ran special trains throughout the state, and Prof. Holden made speeches of from 20 to 30 minutes about different seeds, and if you people in South Dakota and other states will pursue the same course you will have your producers educated, which will enable you to have a better quality of corn to ship.

Every evil that can be remedied at the terminal markets' enables the grain dealer to buy grain at a more reasonable margin of profit. I warm you and every other grain dealer in every state that whenever you take excessive margins you begin to bread trouble for yourselves, but as long as you go along as you are n

W. H. Chambers: I move that a vote of thanks be extended to the gentlemen who have addressed us, and also to the Mitchell Club.

Carried by a rising vote. Adjourned.

NOTES OF THE MEETING.

Two country grain dealers from Minnesota—A. O. Dieson and F. S. Kingsbury, Heron Lake.

Iowa had a representative at the meeting in the person of P. A. Cummings, Rock Valley

B. G. Ellsworth and Mr. Meigs repre-

sented the city made famous by —. Chicago was represented as follows: S. A. Dalton; A. Gerstenberg and H. Hahn, of Gerstenberg & Co.; J. W. Radford; G. A. Stibbens; M. Vehon, Rosenbaum Bros.

The Minneapolis delegation consisted of the following: B. B. Anderson, A. F. Brenner, W. H. Chambers, F. R. Durant, W. B. Hatch, L. N. Loomis, J. J. Quinn, Secy., and E. H. Tryon.

The offices of Truax & Betts, adjoining

the meeting place, were open day and night to the visitors, and Messrs. Betts and Morgan were untiring in their efforts to make the dealers feel at home. Unfortunately Mr. Truax was confined to his home by a threatened attack of typhoid fever, but before the dealers departed they received the welcome news that he was improving.

The universal opinion of the dealers regarding the crops showed that the corn crop, altho a week or ten days late, would be a bumper. A large yield of oats of excellent quality has already been cut and a large crop of barley is assured. Owing to the prevalence of rust much of the wheat was cut rather green and the greater portion of the crop of this cereal, which earlier in the season looked so promising, will probably not grade better than No. 3.

The citizens committee furnished a half dozen carriages, in which the visiting dealers were driven about the city Tuesday before the meeting. The grounds donated to the city for the capitol building were first visited, and after that the other places of interest. All the dealers wore buttons bearing the inscription, "Mitchell, Permanent Capital," and promised their support of the city's candidacy for the state capital. The ride was thoroughly enjoyed and

very much appreciated by all.

rai. The ride was thoroughly enjoyed and very much appreciated by all.

The following So. Dakota dealers were in attendance: V. Anderson, Clark; J. F. Anderson, Virgil; J. M. Bennett, Flandreau; Mr. Boohr, Armour; J. E. Carlon, Emery; J. Carlon, Armour; G. H. Chesley, Armour; W. J. Craig, Tulare; G. W. Crawford, Letcher; F. Dostal, Tyndall; A. Durisch, Emery; A. Fahlenkamp, Hartley; G. B. Gaykin, Lenox; J. B. Hatch, Hartford; D. Hofer, Emery; D. M. Hofer, Bridgewater; J. L. Johnson, Humboldt; M. King, Utica; M. Latimer, Ashton; F. H. Lynn, Bard; W. M. McBurney, Tyndall; S. E. Maloney, Armour; Mr. Meier, Lennox; R. Ronetree, Mt. Vernon; R. E. Ronetree, Parker; H. J. Sahs, Humboldt; J. P. Schaller, Canastota; Geo. and W. J. Shanard, Bridgewater; J. S. Schmidt, Salem; J. T. Scroggs, Beresford; F. Smith, Armour; O. A. Streator, Armour; C. W. Thompson, Par-

ker; S. W. White, Mt. Vernon; G. Zeeman, Emery.

Millers and Grain Dealers.

Gratifying is it to note that a better understanding now exists between millers and grain dealers. Within the past three years the latter have done good work in distributing wheat to millers in sections where the cereal was difficult to obtain where the cereal was amount to botain from agricultural regions adjacent to the mills. In this way, millers and grain merchants were brot closer together, a business union was formed, and the bond of interest thus created is going to broaden and strengthen.—The Millers Review, Philadelphia.

Trunk lines have politely declined to help millers at the expense of the grain trade by raising rates on wheat.

In Japan grain and meal sacks are said to be made of a kind of bark paper which is exceedingly tough and insect proof.

Wheat rust caused a loss to South Dakota farmers of \$10,000,000 in 1902 and it is estimated by those who have inspected many fields that the states crop will be reduced 20 to 30 per cent this year by the black rust. South Dakota's wheat crop of 1903 amounted to 47,252,994 bus.

The bulls continue at the bat. Their first innings were helped by the Kansas floods, then came the hot wave scare in the N. W., next the Russian Red Sea depredations and fear of general war, then the Roumanian edict and now a wild wail of black rust damage in the N. W. The outsider is buying futures with a vigor and a vengeance. A good, big flame has been started; and who can tell where a prairie fire will stop?—Pope & Eckhardt

The quantity of grain consumed annually by cereal industries would surprise most of us if we knew the facts. Withmost of us if we knew the facts. With-out doubt we are nearing a time when the disposition of our surplus grain will wholly be a domestic proposition, but these changing conditions suggest no bearishness, for the buying of grain in our markets, on farms and at country stations for domestic use is far more strengthening to values than the taking of grain to ballast vessels destined for Europe.—Wright, Bogert & Co.



The New Crop is on the Move.

Grain Trade News

ARKANSAS.

Ark.—The Missouri Pacific Argenta, Railroad has bot the complete equipment of machinery for the new eltr. being erected, of the Weller Mfg. Co. The sale was made thru T. H. Bunch, grain dealer at Little Rock.

CALIFORNIA.

Seed wheat will be imported by the California state board of trade to improve the quality of the crop.

San Francisco, Cal.—The annual meeting of the Merchants Exchange was held July 27. The officers elected and the standing committees for 1904-5 are as follows: Directors—President, William Babcock; vice-president, Wm. J. Dutton; treasurer, Leon Sloss; James B. Smith, E. W. Hopkins, F. H. Wheelan, Juda Newman, Jas. Hogg, R. P. Schwerin, F. W. Van Sicklen, E. K. Wood. Arbitration—J. A. Hooper, W. G. Mugan, Wm. Greer Harrison, Jos. Durney, Jas. Rolph, Jr., Henry Rosenfeld, Robert Dollar. Appeals—Henry F. Allen, J. J. Moore, F. C. Talbot, Chas. D. Haven, William Haas. Grain—R. D. Girvin, Wm. Baehr, Jr., H. C. Somers, S. B. McNear, A. C. Moseley. Margin Fund—Juda Newman, H. Sinsheimer, W. F. Soule. T. Carey Friedlander has been reappointed secretary.

CANADA.

Griswold, Man.-A. D. Chisholm is installing a 10-h. p. gasoline engine.

Medora, Man.—The Imperial Eltr. Co. has bot the lumber yard of Gaudin, De-Witt & Co.

Melita, Man.—Jas. Cheyne is enlarging his grain warehouse into an eltr. of standard capacity.

Melfort, Sask .- Turner McMichael & Co. are building a 100-bbl. mill and a 40,000-bu. eltr.

Glenora, Man.—The Dominion Eltr. Co., Ltd., of Winnipeg, is building a 25,000-bu. eltr. on the C. N. R.

Winnipeg, Man.—The Truesdell Grain Co. will discontinue the grain business and close its office at Winnipeg.

Winnipeg, Man.—G. P. Murphy & Co. are building new 30,000-bu. eltrs. at Fairview. Petrel and Binscarth, Man.

Winnipeg, Man.—The Imperial Eltr. Co. is building 35,000-bu. eltrs. at Lemberg, Belcarres and Lipton, on the new branch of the C. P. R.

Crystal City, Man.—The wheat acreage was increased 15 per cent. It is two weeks late. Condition, 115 per cent. -J. F. Greenway.

Winnipeg, Man .-- The Export Eltr. Co. is building 30,000-bu. eltrs, at Dubuc and Balcares, Assa., on the Kirkella extension of the C. P. R.

Keewatin, Ont.--A 1,000,000-bu. eltr. will be erected in connection with the plant of the Keewatin Flour Mills Co., by the Allis-Chalmers Co.

Abernathy, Assa.—The North Star Grain Co. is building a 25,000-bu. eltr. on the C. P. R. It is also building one of like capacity at Henley.

Rosthern, Sask.—Jas. Hodd has sold his 5,000-bu. eltr. to the Union Supply It tore down the old eltr. and Co. erecting a 40,000-bus. eltr. on the site.

Winnipeg, Man.—McLaughlin & Ellis are building 30,000-bu. modern eltrs. at Balcaras and Lemberg, Assa., and rebuilding the 25,000-bu. eltr. burned at Cartwright, Man.

Winnipeg, Man.—The Young Grain Co. is being incorporated by C. A. Young Winnipeg, and brothers, to build three eltrs, at new stations to be established on the new Greenway extension of C. N. R.

Moose Jaw, Assa.—Macaroni wheat which was sown May 19, 2 days after red fife on the same field, was well headed out recently, while the red fife was only in the shot blade and 6 inches shorter.

Pincher Creek, Alberta.-Jenkins & Berry have just completed a 36,000-bu. eltr. They are installing a 15-h. p. Fairbanks Gasoline Engine and a 100-bu. hopper Fairbanks Scale, a cleaner and chop mill.

Winnipeg, Man.—The Canadian Eltr. Co., Ltd., has bot Stead & Herriott's eltrs. at Yorkton, Binscarth and Spring Side, and Randall & Greinshaw's eltr. at Kelloe, Man. This gives the company 30 eltrs. and 32 lumber yards.

Winnipeg, Man.—The Western Eltr. Co. has completed a 25,000-bu. eltr. at Kronau, Assa., on the Arcola, extension of the C. P. R. It will also build a 25,000-bu. eltr. at Francis, Assa. The company bot Mc-Hugh, Christenson's eltr. at Yellow Grass,

Winnipeg, Man.—The Colonial Eltr. Co. will erect a number of eltrs. in addition to the nineteen owned by the company. The eltrs. will be built along the new lines of railways being extended into the Last Mountain Valley and Sackatchewan Valley districts.

Winnipeg, Man.—Riley, Parker & Mc-Vicar, who sold wheat for Mr. Halloway of Binscarth, Man., have had-to pay Halloway \$62 more, the shipper claiming the wheat was sold outright at 42½ cents a bu., and not shipped on consignment to be sold for his own account.

Brandon, Man.—The A. Kelly Milling Co. has purchased the line of eltrs. operated by the Truesdale Grain Co. The eltrs. are located at Rocanville, Pettapiece, Arcola, Carlyle, Lyleton, Coulter, on the line of the Canadian Pacific. The Milling Co. will build three new eltrs. this season, and will also double the ca-

Winnipeg, Man.—Frank O. Fowler, secy. of the Northwest Grain Dealers Assecy, of the Northwest Grain Dealers Asso., in his circular issued Aug. 2 gives the total crop last year in Manitoba and the Northwest Territories as 52,320,000 bus. of wheat, of which 38,320,000 bus. has been marketed, while 7,500,000 bus. was used for seed and 6,500,000 bus. was ground by country mills.

Pincher Creek, Alberta.—The acreage of all wheat was doubled last fall, and the present conditions insure a yield of 35 bus, to the acre. In some districts it has already been cut. The crop will exceed 400,000 bus., but so much land has been broken this summer that most of this year's crop will be needed for seed and bread. The erection of a mill is be-ing talked of. Spring wheat is not grown. We will have a fair crop of oats. The average yield will be 45 to 50 bus.—H. H. Jenkins.

Regina, N. W. T.—In his report of June 20, W. Elliott, commissioner of agriculture, gives the area of spring wheat as 1,049,800 acres; fall wheat, 5,483 acres; oats, 656,229 acres; barley, 112,000 acres, and flaxseed, 21,000 acres. The area under each great agreed has greatly der each grain except flaxseed has greatly increased compared with last year. growing crops are expected to yield 19, 827,000 bus. spring wheat, 125,200 bus. fall wheat, 19,395,500 bus. oats, 2,927,500 bus. barley, and 221,000 bus. flaxseed; compared with 16,000,000 bus. of spring wheat, 82,500 bus. of winter wheat, 14,179,000 bus. of oats, 1,741,200 bus. of barley and 292,900 bus. of flaxseed harvested last

COLORADO

Longmont, Colo.—The McDonald Eltr. Co. is building a 5,000-bu. eltr.

Colorado Springs, Colo.—F. F. Roby & Co. write that they have gone out of the grain business.

Loveland, Colo.—The Big Thompson Milling, Eltr., Light & Power Co. incorporated with a capital of \$100,000, to build a large eltr. at Johnstown.

CHICAGO.

John Rankin, one of the old members of the Board of Trade, died last week.

W. H. Laidley's liabilities have grown to \$200,000, and the assets are \$20,000.

Shorts bid up the price of oats the last day of July from 39 to 45 cents. Default was made on 5,000 to 10,000 bus.

J. B. Adams, James Creighton and John Sickel have been appointed a committee to establish the traffic bureau.

Allen Howes, who became a member of the Board of Trade in 1858 and retired in 1890, died Aug. 3, aged 85 years.

Chicago & Rock Island Eltr. Co. incorporated, capital \$10,000. Incorporators: H. H. C. Miller, G. Noxon, G. H. Miller.

Porterfield & Co., the members of which firm have been charged with embezzle-ment, are not members of the Board of

Geo. A. Seaverns has succeeded the Alton Grain Co., and will operate the Mabbit Eltr., formerly operated by the Alton Eltr. Co.

R. H. Bunch has retired from Rumsey & Co., and the firm will consist hereafter of I. P. Rumsey, Frank M. Bunch and Henry A. Rumsey.

John Shaw, for 35 years a commission merchant on the Board of Trade, died of apoplexy Aug. 7, aged 65 years. He had long been in ill health.

July grain receipts at Chicago were only 9,496 cars; compared with an average of 19,418 cars for July in the preceding 11 years. Receipts of wheat were the smallest since 1892.

The directors of the Board of Trade have approved the report of the committee of 3 recommending the establishment of a freight bureau. The bureau will be established with a competent man at the head.

The sharp practice tried on two Board of Trade firms by a Nashville speculator

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Aug. 8 failed. He sent two orders, one to buy and one to sell, to different firms, with checks as margins. His buying order made a profit of \$356, and his selling order a loss of \$396. Roloson & Co., who had the selling order, found the check worthless, but compared notes with Treadwell & Co., who had the buying order for the same man, and garnisheed Treadwell & Co. for the amount.

A big crowd went out to see the ball game between the pit and the cash men of the Board of Trade, July 30. The cash nine was composed of Miley, Griffin, McDougall, Dalton, Stacey, Rogers, Gubbins, Bonstedt and Beaty, and with Dalton as captain won the game with a score of 19 to 14. Al Booth pitched the first inning for the pit, and the cash men found him so easy they batted nine runs. The personnel of the teams was changed each inning, to give the brokers an opportunity to try their skill. Joe Griffin of the Glucose Co. played center field for the cash nine, and, of course, caught all the flies. The proceeds netted over \$1,000 for the fresh air fund.

The first deliveries on July wheat contracts were made July 27. A lot of 20,000 bus, hard winter was delivered on new July sales. While certificates representing 250,000 bus, of wheat were going the rounds Saturday, July 30, the closing hour projuded and some forms and back that arrived, and some firms who had wheat bot failed to receive the receipts in time to hand them over to other buyers. To fix a settlement price on the defaulted contracts a committee consisting of B. A. Eckhart, W. L. Gregston and E. D. Hunter, was appointed by Pres. Jackson. The price set by the Committee is 99 for old and 0834 for new style July wheat. The and 983/4 for new style July wheat. directors announced that the time fixed by the rules for deliveries proved to be too short to enable members to complete their deliveries of July wheat last Saturday. This will render imperative such an early amendment of the rules as will lengthen the time for delivery on the last day of the month.

IDAHO.

Moscow, Idaho.—Cochran & Son and C. E. Wood of Genesee will erect a flour mill.

Mohler, Idaho.—The Mohler Milling & Warehouse Co. incorporated, capital stock of \$15,000. Incorporators: V. A. Billian, L. C. Caples, C. Giles, A. G. Gross, and A. E. Huckley.

ILLINOIS^a

Leroy, Ill.—The Zorn Grain Co. is repairing its eltr.

Lake Fork, Ill.—F. W. Obermiller has bot the eltr. of E. R. Ulrich & Son.

Chesterville, Ill.—The Indianapolis Eltr. Co. will build a large corn crib eltr.

Orangeville, Ill.—A 20,000-bu. eltr. is being erected by Meyers Bros. of Sciota

Niantic, Ill.—The farmers have bot the eltr. of Jacobsen & Beal, and will not build.

Petersburg, Ill.—D. S. Frackelton & Co.'s eltr. was slightly damaged by fire Aug. 3.

Fairland, Ill.—The farmers eltr. burned July 26; loss, \$8,000 to \$10,000; partially insured.

Fairbury, Ill.—The Champlin Farmers Grain Co. has bot the plant of the Rogers Grain Co. F. C. Hobart will act as temporary mgr.

Reilly Station, Ill.—B. M. Rollins, of Risser & Rollins, will operate the new eltr. at this point.

Peoria, Ill.—Henry Seed, at one time associated with the John McKenzie Grain Co., died recently.

Cheneyville, Ill.—Coon Bros. have purchased the eltr. of Risser & Rollins, through C. A. Burks.

Seneca, Ill.—A. L. Irwin is putting in a complete equipment of eltr. machinery bot of the Weller Mfg. Co.

Maroa, Ill.—The Maroa Eltr. Co. is making extensive improvements on its plant, at a cost of about \$7,000.

Minier, Ill.—A 60,000-bu. eltr. will be erected by Quigg, Railsback & Co. It will give the firm 125,000 bus. capacity.

Pierson, Ill.—Grant & East have purchased Frank Fuson's eltr. through C. A. Burks, and now are regular dealers.

Gibson City, Ill.—H. Phillips and J. M. Shively, formerly of Cerro Gordo, have bot the eltr. of Keizer & Holmes through C. A. Burks.

Windsor, Ill.—The Windsor Grain Co. incorporated, capital stock \$10,000. Incorporators: S. T. Walker, M. P. Carroll and A. T. Collison.

Kankakee, Ill.—The C. H. Rumley Grain Co. incorporated, capital stock \$15,-000. Incorporators: C. H. Rumley, A. Rumley, and J. C. Tobey.

Lomax, Ill., Aug. 6.—Threshing about done; wheat yielding 12 bu. per acre, tests 56 lbs. Oats 35 bus. per acre, tests 30 lbs. Corn is looking fine.—E. Harvey.

Sycamore, Ill.—V. R. Koplin & Co. have bot B. E. Morgan's eltr. and intend to put it in first-class order for business. They will also retain their other eltr.

Seward, Ill.—The eltr. operated by the B. P. Hill Grain Co. burned July 29. Loss \$1,000, mostly covered by insurance. The eltr. was owned by three farmers.

Champaign, Ill.—Edward Thompson has succeeded Harry Samuels as mgr. of the local office of Fyfe, Manson & Co., Mr. Samuels going to the Chicago office.

Perdueville, Ill.—J. B. Carson has purchased considerable amount of machinery of the B. S. Constant Co., including three of the B. S. C. drags to handle the grain.

Leland, Ill.—A stock company of farmers have bot Austin Sanderson's eltr. at a cost of about \$18,000. The directors are: F. W. Hill, C. B. Watts and others.

East St. Louis, Ill.—The Southern Eltr., formerly known as the Columbia Eltr., burned July 24, with 4,000 bus. wheat. Loss, \$25,000; insurance, \$17,000.

McDowell, Ill., Aug. 4.—Threshing has begun, oats are very good, making from 30 to 45 bus. per acre, quality the best for a number of years.—Champlin Farmers Grain Co.

Savanna, Ill.—The Griffith-Hall Co. has sold its eltr. to the Atlas Grain Co., and Mr. C. E. Griffith is now manager of the barley dept. of the Calumet & Western Eltr. Co. at Minneapolis.

Missal, Ill.—The Missal Farmers Grain Co. incorporated, capital stock \$10,000. Incorporators: G. W. Holland, J. S. Mortland, W. C. Mortland, F. Zimmerman, L. Missal, J. Zeigler, and G. H. Allen.

Blandinsville, Ill., July 28.—Threshing

is in progress, wheat yield from 15 to 25 bus. per acre; oats ranging from 30 to 55 bus. per acre, good quality. Corn in excellent condition, with a shower or two the crop promises a very large one.—F. E. Sharp & Co.

Jonesboro, Ill.—The Union County Milling Co., Henry Vilm, mgr., has recently succeeded the Jonesboro Mill & Eltr. Co., of Anna, and the White House Eltr. Co., near Jonesboro, and now has a total storage capacity of 180,000 bus.

Durand, Ill.—The eltr. of Bokhof & Graham Bros. burned July 26. Loss, \$7,000; insurance, \$5,800. The firm will rebuild and has already let the contract to the Burrell Engineering & Construction Co. for a 20,000-bu. iron clad eltr., with a feed building in connection, and a steam engine and boiler.

INDIANA.

Decatur, Ind.—E. L. Carroll is remodeling his eltr.

Walton, Ind.—G. W. Bishop has purchased the eltr. of Owen Hurd & Son.

Francesville, Ind.—The Jacob Myers Eltr. Co. has completed its 85,000-bu. eltr.

Culver, Ind.—The Crabbs-Reynolds-Taylor Co. eltr. was destroyed by fire July 30.

Tipton, Ind.—The People's Grain Co. is installing eltr. machinery bot of the Weller Mfg. Co.

Penville, Ind.—Arnold & Engeler expect soon to have their 31,000-bu. eltr. ready for business.

Decatur, Ind.—A. Cincinnati bucket shop is spreading its net for suckers by opening a local office.

Union Center, Ind.—Moyer & Lambert have bot B. S. Constant Grain Cleaner and Chain Conveyor for their eltr.

Boswell, Ind.—Willis Samuel is making improvements in his eltr. The B. S. Constant Co. furnished the machinery.

Monon, Ind.—The Jacob Myers Eltr. Co. will operate the Monon Mill, where it will handle all kinds of grain and hay.

Lakeville, Ind.—A stock company of farmers with a capital of \$6,000 have bot the grain and milling business of W. H. Barker.

Wheeler, Ind.—Crabbs-Reynolds-Taylor Grain Co. will install two Constant Safety Wagon Dumps and B. S. C. Chain Conveyor.

Chalmers, Ind.—Ross, Ross & Barr have succeeded Ross & Ross. Mr. Barr, the new partner, has been with the firm for a number of years.

Lapland, Ind.—The Crabbs-Reynolds-Taylor Grain Co. will install two of the B. S. Constant Safety Wagon Dumps and B. S. C. Chain Conveyors.

Walton, Ind., Aug. 1.—Wheat in this immediate vicinity very scarce. Oats promise good with some rust, corn in good condition but needs rain.—Owen Hurd & Son.

South Whitley, Ind., July 29.—Wheat will be about 40 per cent of an average crop, quality very poor. Oats will be 100 per cent of an average and of high quality; in fact, we will have a lot of No. 2 white oats unless it is caught by rain. Corn is two or three weeks late, but we have prospects for 80 per cent of an average crop.—H. L. Coombs.

IOWA.

Wapello, Ia.—C. A. Brown has succeeded Brown & Hayden.

Pocahontas, Ia.-McLellan & Ham-

Carpenter, Ia.—The Huntting Eltr. Co. has put in a new belt and cups.

Havre, Ia.—J. A. Booth has bot the store and grain business of C. Lemley.

Corwith, Ia.-The Patterson Mill & Eltr. Co. incorporated, capital stock \$10,-

Rock Falls, Ia.—C. L. Calvert has bot the eltr. of Cusick & Byrnes, for whom he was formerly mgr.

Hawarden, Ia., July 27.—Crops are looking good, and barley threshing has commenced.—J. J. Mullaney.

Royden, Ia.-J. C. Pryde, postmaster, has been employed by the Reliance Eltr. Co. to run its eltr. the coming year.

Corley, Ia.—Fire starting in the shed destroyed the eltr. of the Des Moines Eltr. Co. on the morning of Aug. 4.

Stanwood, Ia.—S. C. Wilkins has removed to Colo. and writes that he is out of the grain business temporarily.

Cascade, Ia.-The Spahn & Rose Lumber Co. has engaged in the grain business, and Hamilton & Nearney have retired.

Oto, Ia.—The Westbrook-Gibbons Grain Co. will install an improved Hall Distributor in the eltr. which is being

Hawarden, Ia.—J. J. Mullaney, who bot the eltr. of G. H. Barber, has put in a Fairbanks Scale and oil cooled gasoline

Ia.-Farmers Co-operative society incorporated, capital \$10,000. Incorporators: J. H. Levi, W. J. Clark and B. C. Fleming.

Sioux City, Ia.—M. L. Vehon of Rosen-haum Bros., Chicago, visited Sioux City recently to arrange for the construction of a large eltr. to be built of steel.

Carpenter, Ia.—A. B. Loomer, agt. for the Huntting Eltr. Co., is recovering from a 5-weeks' illness, during which he underwent an operation at Rochester, Minn.

Davenport, Ia.—The Iowa Grain & Milling Co. incorporated, capital stock \$25,000. Incorporators: A. S. Wallace, W. H. Holliday and A. Rothschild of Davidson, Tenn.

Ware, Ia., Aug. 3.—Oats in the shock and threshing commenced, yield and quality good; hay fair, corn fine the late.—R. H. Patterson, agt., Wheeler Grain &

Eldora, Ia.-T. P. Kerns, of Earleville, Ill., has bot a half interest in the eltr. of W. H. Hicks, and the firm name will be Hicks & Kerns. The firm will build more

Wapello, Ia., Aug. 5.-Crops at this station are fairly satisfactory, oats average from are fairly satisfactory, one archige erop and splendid quality; corn is looking fine. If we have a good fall to mature it there will be an abundance.—C. A. Brown

Des Moines, Ia.—C. H. Casebeer, Iowa representative of the Calumet & Western Eltr. Co., has severed his connection, to go with Rumsey & Co., of Chicago, and will represent them in his old territory, with headquarters at Des Moines.

Des Moines, Ia.-The wife of Chas. A Tower, the well known grain broker, died of heart failure July 20, while seated on the porch of their home. She had gone

to a desk on the porch to do some writing and there Mr. Tower found her dead on his return from business. Burial was at Mendota, Ill., the old home of the

Carpenter, Ia., Aug. 5.—Farmers say they have not found any black rust this year, but red rust is quite bad. Small grain is good; oats and barley are of good color, and if rain holds off a few days most of the stacking will be done. Farmers will not depend on threshing out of shock this year. Corn is a little backward, but if frost holds off long enuf we will get a fine crop.—A. B, Loomer, agt., Huntting Eltr. Co.

KANSAS.

Piper, Kan.-W. D. Kuhn is building an

Longton, Kan.-J. J. Shannon's eltr. is

Logan, Kan.-E. I. King & Co. are

Atchison, Kan.-The Lukens Milling Co. will build an eltr.

Redfield, Kan.-The Bolinger Lumber Co. is building an eltr.

Clay Center, Kan.—The Rev. A. W. Schenberger is building an eltr.

Goddard, Kan.-E. K. Nevling & Co.'s

eltr. burned July 27. Loss, \$2,000. Hutchinson, Kan.—The Rock Grain Co.'s eltr. is completed and ready for

Bern, Kan.-W. H. Harris bought the eltr. of W. H. Fluke. formed a partnership with the latter.

Brookville, Kau.—The Thorstenberg Grain Co.'s eltr. burned July 30, with 3,000 bus, wheat. Loss \$3,000.

Kiowa, Kan.-O'Neil, Kaufman & Pettit have bought the eltr. on the Santa Fe. and have installed a car loader.

Everest, Kan.-C. P. Sheldon has bought the eltr, at this point and the one at Pierce Junction of George Baker.

Concordia, Kan.—W. J. Stevens has bought the Le Comte eltr., and his brother, F. W. Stevens, will be mgr.

Dorrance, Kan.—The A. J. Poor Eltr. Co. is building two eltrs.; one with a capacity of 25,000 bus, and another of 15,-

Esbon, Kan,-F. A. Derby of Sabetha is erecting a 20,000-bu. eltr., and has let the contract for the equipment to the York Foundry & Engine Works.

Powhattan, Kan.—The statement in this column of July 25 that Mr. Clymans had bot the eltr. of Mr. Bredahl was incorrect. A. J. Clymans has bot S. P. Bredahl's eltr. at Severance; and F. N. Derby of Sabhattan has bot S. P. Bredahl's eltr. at Powhattan,

Lincoln Center, Kan.—Adolf Achter-berg and John Whalen have completed their 4,000-bu. eltr. The Weller Mfg. Co. furnished the machinery. A. E. Achterberg has sold his interest in the grain business to his partner and will buy grain for the Shellabarger Mill & Eltr. Co. of

Concordia, Kan.—D. G. Gould, mgr. of the Midland Eltr. Co.'s house, had his leg broken recently, while starting the gaso-line engine. Mr. Gould placed his foot against one of the spokes. As he pushed, his foot slipped thru the wheel. Both bones were badly fractured. While Mr. Gould was wrestling with the engine a

farmer drove upon the dump, which happened to be unlocked and the team fell into the hole. Both horses were badly bruised and were hoisted out with block and tackle. The Kansas City headquar-ters were wired and at once sent J. H. Newcomer to take charge of the eltr.

KENTUCKY

exington, Ky.-The Lexington Roller Mills Co. contemplates buying a new

Lexington, Ky., Aug. 4.—Wheat crop yield and quality good, acreage short; harvest and threshing about over and most of the wheat sold.—Lexington Roll-

LOUISIANA.

New Orleans, La.—Jean Segassie, at one time a grain dealer, died recently.

New Orleans, La.—C. B. Fox has suc-

ceeded E. Sevilla in the grain and cotton-

New Orleans, La.—The Empire Rice Milling Co. has been organized and will build a mill with a daily capacity of 2,400 bbls. Rice will be put up in cartons and sold directly to the retail trade.

MARYLAND

BALTIMORE LETTER.

The arrivals of new oats are increasing daily and the quality is exceptionally good. It is anticipated that the abundant good. At a succession of the control of the control of the control of the control of this business.

To meet the demand for wheat from western millers, the railroads put into effect on Aug. 5 a west bound tariff on grain, corresponding with east bound rates. The recent excited markets have checked the interior movement of wheat from this market, but there are indications of a renewal of the demand and the above action of the railroads will make business possible, which could not have

Upon the application of the Wabash Railroad interests, the Board of Public Works of Maryland have decided to dispose of the State's interest in the Chesapeake and Ohio Canal, and it will be offered at public auction after giving the proper legal notice. The State's investment amounts to some \$30,000,000, but it has recently been regarded as a doubtful asset, the competition of railroads making it impossible for the Canal to even pay interest on its repair bonds. The canal extends from Cumberland, Md, to tide-Upon the application of the Wabash interest on its repair bonds. The canal extends from Cumberland, Md., to tideextends from Cumberland, Md., to tide-water at Georgetown, D. C., and could be converted into a road bed at small cost, and would afford the Wabash Railroad an excellent entrance into Washington. The Baltimore and Ohio Railroad own some of the underlying bonds and a lively controversy for control between the two lines is expected.

The building committee of the Baltimore Chamber of Commerce has awarded the contract for the erection of the new Chamber of Commerce Building to Walsh & Son, upon plans of architects Chas. E. Cassell & Son. The building will be erected on the old site, and upon the old foundations, which were unin-jured by the fire. The building will be somewhat on the lines of the old structure. The first three stories will be used for offices, the fourth floor for the Ex-change, and the fifth floor also for offices. In the basement a rathskeller will be located across the south end, and it is proposed to have a first class cafe in connection with it. The building will have a granite base and the walls will be faced with bricks of a warm chocolate color, trimmed with a lighter tint of terracotta. It will be of steel construction and fireproof throughout. Each office will be supplied with a fireproof brick vault. Work has already commenced and the contract calls for the completion by March 1st, 1905.—B. M.

MICHIGAN.

Mendon, Mich.—Geo. H. Crawford has bot and will operate the eltr. of Morris Kent.

Birch Run, Mich.—Chas. Wolohan has put in an improved Hall Distributor in his eltr.

Lansing, Mich.—F. B. Nims & Co. recently installed an improved Hall Distributor in their eltr.

Mount Pleasant Mich.—The Harris Milling Co. has equipped its eltr. with an improved Hall Distributor.

Stockbridge, Mich.—The Stockbridge Eltr. Co. is having a 50,000-bu. eltr. erected by the Macdonald Engineering Co.

Milford, Mich.—John E. Crawford has been appointed receiver for Stark & Stephens, who are financially embarrassed.

Caro, Mich., Aug. 4.—Wheat very poor in this vicinity, it wont yield 20 lbs. of flour per bu. Oats very light.—M. H. Vaughan.

Lapeer, Mich.—E. C. Roberts, J. S. Smith and Geo, Churchill have completed their new eltr. and will operate the house as the Lapeer Grain Co.

Union City, Mich.—Samuel Corbin, dealer in grain and wool, died July 29 of apoplexy, a few minutes after entering his office in the morning. He had been engaged in mercantile business at Union City since 1862.

Grand Ledge, Mich., Aug. 4.—I have traveled over Michigan and in my opinion one-half to two-thirds of the corn will not mature unless season is three or four weeks late. Much corn will be shipped in. Believe more rough feed will be fed this year than before.—N. N. Holt.

MINNEAPOLIS

The Acme Grain Co. incorporated, capital stock \$150,000.

The Stewart Eltr. Co. has sold all its eltrs. on the Great Northern to the Acme Grain Co.

The Reliance Eltr. Co. has bot all the eltrs. of the Spencer Grain Co., in Iowa, Minn. and S. Dak.

E. A. Burrage, a veteran grain man and ex-Secy. of the So. Dak. and So. Minn. Asso., died July 26.

J. A. Reed, formerly with the Spencer Grain Co., is now traveling Supt. for Hubbard & Palmer, Mankato.

The Minneapolis Brewing Co. has contracted with G. F. Honstain for a 100,000-bu. fire proof brick and steel malt eltr.

G. H. Morris is again connected with the Electric Steel Eltr. Co., as its representative on the Chamber of Commerce.

The Great Western Eltr. Co. has sold its eltrs. on the M. & St. L. in Iowa to the Iowa & Minnesota Cereal Co., of this city.

F. M. Davies & Co. incorporated, capi-

tal \$50,000. Incorporators: A. Owen, Langtord, S. D., F. M. Davies and R. J. Healy.

The first car of this season's barley was received July 27 by the Spear & Vaughan Co. It was shipped by Geo. A. Tate from Balaton, Minn.

Freemire & Remund have succeeded Freemire & Swan. Mr. Remund was formerly with Woodward & Co., where he served as salesman for 11 yrs.

Lincoln C. Rains has been employed as traffic mgr, for the Van Dusen-Harrington Co. Mr. Rains was formerly general agent for the Great Western Railroad.

The joshers on 'Change are now watching for an opportunity to get even with the man who went to the World's Fair instead of beating his wife and getting sent up for 20 days as erroneously reported.

The many friends of C. D. Tearse, secy, of the Marfield-Griffiths Co., will regret to learn that he has lost his bride of three months, who died suddenly at Winona, Aug. 4. Mrs. Tearse was prominent in social circles and was a musician of high ability.

The Northern Grain Co., of Chicago, has removed its Winona branch office to Minneapolis; and since another concern in Minneapolis has been operating under the same name the company will conduct its Minneapolis branch under the name Wisconsin Northern Grain Co., with offices at 320 Flour Exchange.

The Woodworth Eltr. Co. has contracted with L. O. Hickok for seven new eltrs. Three of 20,000 bus, have been completed on the Portal brauch of the Soo R. R. at Velva, Carpio and Bowbells. N. D. Four of the same capacity are being erected on the Winnipeg branch of the Soo at West Berry, Baxter. Waubum and another new station.

The report that Andy Brenner wud retire from the grain business and devote his entire time to a mongrel kennel is all wrong. His advertisement in the Minneapolis Sunday papers brot him all the curs he wants. He has enuf and will quit. LATER.—Mr. Brenner has announced a new enterprise and is offering sausage at the following prices: Poodle \$r per lb.; Fox hound 99 cts.; Bull pup, II; Mastiff, 59: Mongrel, 21/2. Green trading stamps given.

The directors of the Chamber of Commerce recently posted the following notice: It is a direct violation of section 10 of rule 8 for any member to make advances on hills of lading on grain or seeds without charging the regular current rates of interest. It is also a violation of section 11 of rule 8 for any member of the Chamber of Commerce to furnish what is known as C. N. D's at less than the regular rates to any one for the purpose of influencing shipments, and on conviction thereof shall be disciplined as provided for by this fule.

MINNESOTA.

Richville, Minn.—The Prairie Eltr. Co. will build an eltr.

Graceville, Minn.—Michael Hanratty will build a farmers eltr. here.

Wastasco, Minn.—The Red River Milling Co. will build a 25,000-bu, eltr.

Duluth, Minn.—Memberships in the Board of Trade are selling at \$1.400.

Myers, Minn.—Myers Warehouse & Produce Co. is building 20,000-bu. eltr.

Luverne, Minn.—E. A. Brown has sold his eltr. to the Farmers Eltr. Co.

Marietta, Minn.—G. T. Honstain is bldg, a 30,000-bu. eltr. for W. E. Pegg & Co.

St. Paul, Minn.—Jameson & Hevener will bld, three 10,000-bu, eltrs, at country points.

Hastings, Minn.—J. E. Olson, of Minneapolis, has leased the eltr. of the Doffing Co.

Elko, Minn.—The Farmers Eltr. is bldg, a 20,000-bu, eltr. L. Buege & Co. have the contract.

Mora, Minn.—Peter Zetterberg is building a 35,000-bu, eltr. to be ready for the fall crop,

Barry, Minn.—The Farmers Eltr. Co. has let contract to G. T. Honstain for a 35,000-bu, eltr.

Jeffers, Minn.—The Farmers Eltr. Co. will build a 35,000-bu. eltr. and equip it with cleaners.

Worthington, Minn.—The Soo Eltr. Co. has bought an eltr. here and another at Rushmore.

Beaver Creek, Minn.—F. M. Jones of Hartley has taken charge of the Skewis-Moen Co.'s eltr.

Dunnell, Minn.—Geo, Weir, formerly agent of the Great Western Eltr. Co., is now traveling Supt.

Wendell, Minn.—The Farmers Eltr. Co. has let contract for a 25,000-bu. eltr. to the Barnett & Record Co.

Appleton, Minn.—The new 20,000 bus. eltr. of the Farmers Eltr. Co. has been completed by Lund, Rud & Co.

Northville, Minn.—Jesson & Laug have sold their line of eltrs, to the Marshall Milling Co., of Marshall, Minn.

Duluth, Minn,—Donald Morrison, for many years in the local grain trade, is arranging to remove to Winnipeg.

White Bear, Minn.—A. J. Hunniwell, who will operate the eltr. at this point, will build a large feed warehouse.

Dovray, Minn.—The Westbrook Milling Co., of Westbrook, has contracted with L. O. Hickok for a 25,000-bu. eltr.

Arco, Minn.—E. L. Williams, former mgr. of the Farmers Co-operative Eltr. Co., has bought the eltr. of W. A. Magandy.

Redwood Falls, Minn.—Col. A. P. Goudy has been promoted to the position of traveling auditor for the firm of Bingham Bros.

Conger, Minn.—Lahr Bros. of Parkersburg, Ia., will operate the eltr. at this point, and will also handle lumber.—Herman Schuetz.

Alexandria, Minn.—William Meister, an employe of The Andrews & Gage Eltr. Co., has again been arrested, this time on a charge of embezzlement.

Beardsley, Minn.—The Farmers Eltr. Co. incorporated, capital \$10,000. Incorporators: W. J. Turner, W. J. Wright, N. A. Warring and H. Merkle.

Kandiyohi, Minn.—The Farmers Union is bldg. a 30,000-bu. eltr. Its equipment includes a 30-h. p. Otto Gasoline Engine. L. Buege & Co. have the contract.

Campbell, Minn.—The Farmers Eltr. Co., is bldg, a 35,000-bus, eltr., to be equipped with Fairbanks scales and engine. L. Buege & Co. have the contract.

Swanville, Minn.—Keonig Bros. & Meschke have the foundation about completed for their eltr, and cleaning house

and will soon begin work on the super-structure.

Mankato, Minn.—J. G. Walter has sold his interest in the Canton Grain Co. and will engage in the grain business under the name of the Walter Bowman Eltr. Co.

Wykoff, Minn.—O. M. Rowley is building an eltr. costing \$4,000. The house will be 32x28 ft., cribbed for 30 ft., and be equipped with a 10-h. p. gasoline engine.

Elbow Lake, Minn.—L. O. Hickok is building a 30,000-bu. eltr. for the Elbow Lake Grain Co., to be equipped with 5 h. p. Otto Gas Engine and 5-ton Howe Dump Scale.

Bird Island, Minn., Aug. 3.—Crops in this vicinity are good, a little rust is reported in spots, oats are being cut. Wheat harvest will commence about Aug. 8.—R. F. VanVleet.

Ihlen, Minn., Aug. 4.—Crops in this vicinity very good and better than last year, with the exception of considerable black and red rust which does some damage.—C. H. Ihlen.

Iona, Minn.—Crops here are not up to the standard. Oats being the best, barley and wheat following; corn is backward and we need two months of good weather to make corn.—W. W. Cargill Co.

New Ulm, Minn.—The Eagle Roller Mill Co., of this city, has let the contract for 30,000 bus. eltrs. to G. T. Honstain to be erected at Lake Preston, S. D., Clarkfield, Madison, Fairfax and Boyd, Minn.

Pettis Siding (P. O. St. Peter), Minn.—The Farmers Eltr. Co. is bldg. a 20,000-bu. eltr. Its equipment includes a 15-h. p. Otto Engine and a 9x18 Strong & Northway Feed Mill. L. Buege & Co. have the contract.

Willmar, Minn., Aug. 3.—Crops in this vicinity looking good. A little rust, but I think it will not do much damage. Wheat will average about 18 bus. to the acre for the county. Corn is backward, and its prospects are not bright.—N. O. Nelson.

Pipestone, Minn.—Three eltrs. of D. C. Harrington were sold at a foreclosure sale. The eltrs. are in this city, Gray siding and Hatfield. Mr. Harrington has assigned his right to redeem the Hatfield property to J. E. Stair of Minneapolis who will secure possession of the eltr.

Madelia, Minn.—The Skewis-Moen Co. has bought the eltr. of The Peavey Eltr. Co. and will install new machinery and use it as a cleaning house for fifteen of the forty eltrs. located on the C. St. P. M. & O. Mr. Stoner who has been mgr. for the past year will remain in the employ of the Peavey Co. at Jeffries, Minn.

MISSOURI.

St. Louis, Mo.--J. William Bushman died recently.

Pilot Grove, Mo.—J. D. McCutchen writes that he has gone out of the grain business.

Kansas City, Mo.—The 600,000-bu. eltr. for the J. Rosenbaum Grain Co. will be built by the Macdonald Engineering Co.

Kansas City, Mo.—The Mason-Gregg Grain Co. incorporated, capital \$75,000. Incorporators: J. C. Gregg, J. H. Gregg and Mason Gregg.

St. Louis, Mo.—The National Hay & Grain Co. incorporated, capital \$2,100. In-

corporators: Wm. Sutherland, Geo. Mc-Gowan and F. E. Wilkins.

A few members of the Kansas Grain Dealers Asso. and the Kansas Millers Asso. held a joint meeting July 29 at the Midland hotel, Kansas City, Mo.

St. Louis, Mo.—The Cuendet Hay & Grain Co. incorporated, capital stock \$5,000. Incorporators: E. A. Cuendet, M. A. Cuendet and Louis Cuendet.

St. Louis, Mo.—The Sutherland-Stimson Commission Co. incorporated, capital \$3,500. Incorporators: G. G. Sutherland, W. W. Sutherland and F. M. Stimson.

St. Louis, Mo.—The Anheuser-Bush Brewing Asso, has let contract to the Barnett & Record Co. for 12 tile tanks of 330,000 bus. storage capacity for storing malt and barley.

Clinton, Mo.—Oats crop comparative failure. Corn prospects very poor, not over 50 per cent. Wheat is turning out badly and in poor condition too, needs rain.—W. A. Foote.

Kansas City, Mo.—The A. D. Wright Grain Co. incorporated, \$10,000 capital stock. Incorporators, G. W. Kenney, J. S. Smith, A. D. Wright, J. M. Sewall and E. A. Twidale.

St. Louis, Mo.—C. H. Albers has been granted a permanent injunction restraining the Merchants Exchange from suspending him. The resolution of the Exchange suspending Mr. Albers was adopted long ago, on account of Mr. Albers' connection with the December wheat deal, in which his opponents were Corwin H. Spencer, John T. Milliken and others

St. Louis, Mo.—Corwin H. Spencer succeeded in keeping the price of July wheat up to the dollar mark until the close of the month, but is having trouble to enforce settlement on the basis of the manipulated market. While Mr. Spencer was bidding \$\pi\$ in the pit car lots of No. 2 red wheat were selling at about 92 cents. Mr. Spencer objects to the arbitration committee of the Merchants Exchange, and also has refused to accept a special committee appointed by Pres. Wernse.

Kansas City, Mo.—The old rule on the delivery of cash wheat has been readopted by the Board of Trade. The rule is: Deliveries on track sales for shipment shall be made by tender of invoice, accompanied by expense bill, order in writing for the grain and inspection certificate, and all such contracts shall be settled on grades of the market and board of trade weights. All grain bought or sold to arrive on Kansas City inspection, whether billed through or locally, shall be weighed in Kansas City as already provided for, and shall be construed as subject to the same terms as deliveries of track grain.

Columbia, Mo., Aug. 3.—The present condition of the dorn crop, while not alarming, is far from being satisfactory. Nearly all of the counties except those in the extreme southeast portion of the state show a decline during the month. When there is an excessive amount of rain during the early part of the season it takes but a few days of dry weather to show a deterioration on a corn crop. Nearly all of the correspondents in the State claim that a rain is now needed and unless a rain falls soon the crop will be seriously injured. The present average condition is 73, which is only 2 points

below the average for the entire state one month ago. Most of the corn is weedy and a great deal of it, especially in the main corn belt, has not yet reached the tasseling stage and it will require a great deal of rain and a late season to mature anything like a fair crop. Some fields in early wheat are making a very good yield of good quality while in adjoining fields the wheat has been so greatly injured by rust that the yield is poor and the quality very inferior, and only a small percent of the crop will grade as good as number 2. The preliminary estimate made one month ago was for an average yield of the entire acreage, making a total product for the state of practically 31,000,000 bus. Since threshing has progressed it is certain that this estimate is too high, but the final estimate will not be made up until threshing has been completed.—Geo. B. Ellis, secy. Missouri State Board of Agriculture.

KANSAS CITY LETTER.

The big Burlington eltr. across the river in Harlem is nearing completion..

The grain men of Kansas City were very sorry to hear of the death of Walter T. Noble, miller, of Atchison, Kan., last week.

Word comes from Concordia, Kan., that threshing has developed the fact that the wheat of that county will run from eight to twenty bushels to the acre, and weigh out 56 to 58 pounds.

Secy. Smiley, of the Kansas Grain Dealers' Assn., has been making an inspection of the corn belt of Kansas, and says the crop is in good condition in all parts of the state except the extreme east, where it is very spotted. The western part of the belt is the best.

R. J. House & Co., who lost their grist and chop mill in this city last winter, from fire, report that the machinery has about all been placed in the new mill, and that they are ready for business on a larger scale than ever. Their chop mill has a capacity of 400 bags per hour.

H. M. Stratton and P. P. Donahue, of Chas. R. Lull, of Milwaukee, have been paying this market a visit of several days, looking over the hard wheat situation, and making arrangements with local grain firms for forwarding wheat to them, to be delivered to the millers of Wisconsin and Michigan.

Demand for cash wheat in this market has been exceptionally good, but very little of it is coming from the local mills, or mills in this part of the country. It is the general impression that Kansas millers are buying but little, and that every car of wheat is shipped out of the eltrs. as soon as it arrives. This is probably on account of the fact that the grain men of Kansas do not have faith in the present prices holding throughout the season, and they want to get their holdings on the market, but it is having the effect of getting the wheat out of Kansas as fast as it is threshed and brought to market. Everything is going East or North from this point, and the grain buyers seem anxious to get all they can, so prices are holding reasonably steady, with some advances.—P.

ST. LOUIS LETTER.

When you come to the Fair bring your overcoats, as the evenings are very chilly. H. J. McGee, formerly supt. of the Union Eltr. at East St. Louis, has been appointed associate mgr.

The GRAIN JOURNAL

A vote was taken on Aug. 2 to amend several rules, mostly regarding contracts. They were gotten up by the Rules Committee and approved by the Board of Directors, but were easily defeated by a large vote.

The receipts of the Merchants Exchange for the first 6 months of 1904, as reported by the secy, including \$22,240 on hand Jan. 1, have been \$114,582; while the expenditures have been \$100,470, including \$35,000 of bonds redeemed and \$23,000 paid out for improvements.

J. H. Warren, chief weighmaster, requests that all shippers insist on Merchants Exchange weights when selling grain to St. Louis or East St. Louis. Proper support has not been given the weighing bureau, and as shippers get the full benefit they should lend every effort to make it a success.

The Board of Directors of the Merchants Exchange have requested the postmaster to improve the mail service between St. Louis, southern Iowa and northern Missouri. This territory is generally tributary to St. Louis market. Under existing conditions bids cannot be sent from St. Louis to reach them in time, nor can mail matter proper get there in a reasonable length of time.

During July 2,306 cars of grain were weighed under the supervision of the Merchants Exchange weighing department. Out of the number 187 cars were reported leaking at grain doors; 27 leaking over grain doors; 123 with leaky boxes; 17 leaking at end windows, and 288 not sealed. The weighmaster reports that no complaint of serious shortage in weights has been filed at the office.

Quite a bitter feeling exists between some members here on account of the late December and July wheat deals. Hot arguments have been the rule during the past week, but the climax was capped Friday, when two of our prominent members exchanged blows. Both will be cited to appear before the Board and the chances are they will each get a 30-day "vacation." The longs in the July wheat deal insisted on a settling price of \$1, but as cash No. 2 red wheat was selling at 92 on the last day of July the defaulters refused to settle. The regular Committee on Contracts, who are supposed to settle difficulties of this kind, all resigned and in their places a Special Committee was appointed. They met on Aug. 8th and declared 94c to be the settling price.

The following bulletin was posted on the floor last week: An attempt is being made by the representatives of the Board of Railway and Warehouse Commissioners of the State of Illinois at East St. Louis to enjoin the further supervision of weighing of grain there by the Dept. of Weights of the Merchants Exchange. The matter will be determined on the 8th inst. and until that time our counsel has agreed with the counsel of the commission that we will withdraw our supervisors. It will, therefore, be understood that from now until Aug. 8th there will be no supervision of weighing at elevators in East St. Louis by the Dept. of Weights of the Merchants Exchange.—James H. Warren, Supervisor. This is the outcome of an attempt on the part of the Merchants Exchange to declare all elevators at East St. Louis irregular unless they allowed Merchants Exchange supervision of weights. The outcome is awaited with interest.—Louis I.

NEBRASKA.

Virginia, Neb.—The Dobbs Grain Co. is repairing and painting its eltr.

Unadilla, Neb.—The Farmers Eltr. Co. incorporated, capital stock \$8,000.

Germantown, Neb.—The Foster Grain Co. has completed a 16,000-bu. eltr.

Lincoln, Neb.—F. E. Coe has bought the eltr. and grain business of J. White.

Lincoln, Neb.—The T. W. Smith Grain Co. will discontinue business after Aug. 1. Albion, Neb.—The Albion Milling Co.

will build an eltr. of 40,000 bus. capacity. Roseland, Neb.—J. H. Pope is erecting

an eltr. and will engage in the grain business.

Friend, Neb.—John Humphrey will op-

Friend, Neb.—John Humphrey will operate the eltr. formerly run by A. C. White.

Lawrence, Neb.—The Lawrence Milling & Eltr. Co. incorporated, capital stock \$16,000.

David City, Neb.—Homer O. Schaaf has identified himself with the Spelts Grain Co. as secy. and treas.

Pool Siding, Neb.—The Westbrook-Gibbons Grain Co. has installed an improved Hall Distributor in its eltr.

Schuyler, Neb.—The Wells, Abbott & Nieman Co. recently installed an improved Hall Distributor in its eltr.

Howe, Neb.—G. W. Cummings and Arthur Allen of Auburn have bought the eltr. and grain business of M. T. Conner.

Tilden, Nebr.—The Tilden Eltr. Co. is installing a Howe Gasoline Engine furnished by the York Foundry & Engine Works.

Omaha, :Neb.—E. E. Huntley has been appointed the representative of Rosenbaum Bros., and will send out the bids for cash grain.

Red Cloud, Neb.—Smith Bros. incorporated, capital stock \$10,000. Incorporators: C. M. Smith, F. A. Smith and Elizabeth M. Smith.

Lincoln, Neb.—The Central Granaries Co. has appealed from the decision of the county board of equalization adding \$10,000 to the company's assessment.

Bloomfield, Neb.—The Bloomfield Roller Mills are installing a new equipment in their eltr., which is being furnished by the York Foundry & Engine Works.

Roca, Neb., Aug. 4.—Wheat is very poor, testing from 42 to 54 lbs., and poor quality. Oats quality good, yield poor, and corn very uneven and late.—H. J. Beall.

Wausa, Neb.—The Farmers Eltr. Co. is rebuilding and increasing the capacity of the eltr. and installing new equipment, furnished by the York Foundry & Engine Works.

Lincoln, Neb.—J. T. Evans will engage in the grain business here, making this his headquarters. He has eltrs. at South Bend, Litchfield, Murdock, Alvo and Prairie Home.

Valparaiso, Neb.—O. H. Eggleston is replacing his steam plant at this station, with gasoline engine power, and has bot a Howe Engine of the York Foundry & Engine Works.

Kearney, Neb.—R. L. Dunning is installing a Howe Gasoline Engine, and new power transmitting equipment, furnished by the York Foundry & Engine Works, in his eltr.

Riverton, Neb., Aug. 3.—Wheat at this station very poor, hurt by black rust and

only one-quarter crop. Oats fair, corn looks good and getting plenty of rain.—Chitwood & Chittick.

Tecumseh, Neb.—G. W. Wirt, a member of the company, bought the eltr. of the Wirt Mill & Eltr. Co. at the auction sale, July 30, for \$8,500, and will place the plant in operation.

Paul, Neb.—The eltr. of the Bartling Grain Co., of Nebraska City, burned July 21. Loss, \$3,000; insured. The contract for rebuilding with 15,000 bus. capacity was let two days later.

Lincoln, Neb.—Chas. G. Shelley has brot suit against J. P. Christopher to recover \$205 due on a note for Shelley's share in the corn crop grown on the farm worked by Christopher.

Holdrege, Neb.—The McConaughy Grain Co., which was recently incorporated with \$100,000 capital stock, has bot the eltrs. of the Milmine, Bodman Co., and will operate 10 eltrs.

David City, Neb., Aug. 8.—The wheat crop of this vicinity was a light yield and of poor quality. Oats are of good quality and good average yield. Corn doing well but about ten days late.—Homer O. Schaaf, of Spelts Grain Co.

Omaha, Neb.—The new 100,000 bus. cribbed eltr. of the Nebr.-Iowa Grn. Co. being blt. by Younglove & Boggess Co. is nearing completion. The house will have 3 legs of an elevating capacity of 14,000 bus. pr. hr. Tracks on each side will permit of receiving and shipping on each side. Monitor cleaners and clippers will be used. Each machine will be driven by electricity.

Omaha, Neb.—The Iowa & Nebraska Grain Co's new terminal eltr. being erected on the B. & M. tracks near this city at Gibson Station, will use the Hall non-Chokable Boots throughout. The Merriam & Holmquist Grain Co. has also ordered a Hall non-Chokable Boot for the 600,000-bu. eltr. on the Mo. Pacific tracks in this city, replacing the old style boot now in use, the new boot doing same amount of work as two of the old ones of same size. The Trans-Mississippi Grain Co. already, has one of them in use in the 750,000-bu. eltr. at Council Bluffs.

NEBRASKA LETTER.

Bloomfield, Neb.—A. C. Carroll of Jackson has built an eltr.

Auburn, Neb.—Bousfield & Reed have succeeded J. C. Bousfield at this station.

Huntley, Neb.—The Hayes-Eames Eltr. Co. of Lincoln purchased Lowe's eltr.

Hansen, Neb.—The Platte Grain Co. of Lexington, Neb., has bought the Hayes-Eames Eltr. Co.'s eltr.

Hallam, Neb.—Rippen & Son have bot the eltr. of H. B. Hoyle, who still operates an eltr. at Rokeby.

Steele City, Neb.—A. H. Phelps, who leased his eltr. at Steele City last year to the Hollenburg Grain Co., is again in the business for himself this year.

Carleton, Neb.—The Hollenburg Grain Co, will operate the eltr. at Carleton which was formerly operated by W. P. Carpenter for the coming year.

New members of the Nebraska Grain Dealers Asso. are H. L. Aden of Raymond, Neb.; A. C. Carroll of Jackson, Neb.; Rippen & Son of Hallam, Neb., and J. H. Bunch of Little Rock, Ark.

Threshing returns on wheat show that this grain is generally damaged and light in weight, the number of bushels to the acre varying from five to twenty-five bushels. Very little No. 2 wheat in Nebushels.

Reports on corn show some sections of Nebraska needing rain very badly. Reports from Nuckolls and Thayer Counties, and even as far up as Seward county, claim that corn is suffering very much for lack of rain. Other parts of the state, especially the eastern part, say the pros-pects were never better, although the corn is from a week to ten days late.

Business, which for the past six weeks has been so slow, is picking up and Omaha is receiving her share of the new grain now being moved. A large amount of wheat was received here Aug. 1, which was to have applied on July sales. The July deal on wheat, wherein about 200,000 bus. was involved, ended without any at-tempt on the part of the "longs" to run up the closing price, as the "shorts" had turned in their warehouse receipts before noon on July 30th, with the exception of some 5,000 bus. which had been settled for some few days before, the parties not having the stuff to deliver. About twenty-eight cars which were shipped up from Kansas City to apply on contract were rejected on account of not being up to grade.—E. C.

NEW ENGLAND

Boston, Mass.—Fire destroyed an unoccupied eltr. of the N. Y. N. H. & Hartford R. R. Co. July 30. Loss \$10,000.

Danvers, Mass.-The R. L. Cleveland Co., which was recently incorporated with \$50,000 capital stock, has succeeded the late Henry Prentiss.

Watertown, Conn.—The John H. Taylor Co. incorporated, capital \$10,000. Incorporators: J. H. Taylor, Abner Hendee and J. E. Lynch of New Haven.

Boston, Mass.—Chas. S. Clapham has resigned as local mgr. for the Husted Milling & Eltr. Co., Buffalo, to go with W. S. Hills Co. A. I. Marigold is his

NEW JERSEY.

Gladstone, N. J.—Theodore S. Hill is erecting a grain eltr.

Camden, N. J.-Sitley & Son have completed their new eltr.

Trenton, N. J .- The D. B. & S. A. Millen Co. incorporated, capital \$50,000. Incorporators: J. L. Conrad, A. H. Sibley and F. B. Bready.

Trenton, N. J.—The Trenton Grain & Hay Co. incorporated, \$10,000 capital stock. Incorporators, H. G. and S. C. Reed and Edw. McKenney.

NEW YORK.

Rushville, N. Y.—R. A. Mather is putting a beanery in his eltr. He will install about twenty-four pickers.

Inter Laken, N. Y.—George Torbert's bean eltr. burned July 23. Loss, \$10,000; nearly covered by insurance.

Buffalo, N. Y.—S. K. Nester, who bought the Sloan malt house, will have it remodeled before the malting season

Coeymans, N. Y.—Henry Slingerland & Co.'s hay and straw houses, containing about 1,100 tons, burned July 25. Loss, \$10,000.

Lockport, N. Y.-David D. Crosby, vice-president of the Farmers & Mechanics Savings Bank, and for years an extensive grain dealer, died Aug. 2.

Buffalo, N. Y.—Alder & Stofer have succeeded W. W. Alder. Mr. T. J. Stofer has been in charge of Mr. Alder's Buffalo business for several years.

Buffalo, N. Y.—F. A. Dole, against whom suit has been entered for drying grain, will test the constitutionality of the ordinance requiring a license to be obtained to operate a drying plant.

BUFFALO LETTER.

Grain receipts at this market, whether by lake or by rail, are down to their low-est and there does not appear to be much prospect of an improvement for a long time. Among the new wheat offered is a good amount from Maryland, which may be in line to cut down the high prices of western winter wheat.

The rebuilding of the tower of the Electric Steel Eltr. is in progress, though the work is so long delayed and the task such a difficult one that the season will mostly be lost through the accident. Possibly the owners will consider themselves lucky, as the gale that tore it down uprooted trees and might have ruined the entire eltr.

All grain dealers are complaining of the high prices and saying that they are not going to be able to do anything till they come down. But for the very slow movement there would be an effort to get a supply of wheat from Oregon or Idaho. As it is the cereal people are able to piece along in their need of white wheat by taking macaroni as far as it will go.

The Frontier Eltr. Co. has made a contract with the Washburn-Crosby Co., by which it is to store all the wheat needed by the mill during the closed season of the lakes. It was the original intention of the company to build a large eltr. adjoining the mill, for storing its grain through the winter, but it was not ready to build it at once and then found that the Frontier was near enough to do the work and to offer a very satisfactory rate. A conveyor is being built from the eltr. to the mill and what grain the eltr. cannot store at the outset of winter will be laid up affect to be taken in when weated during afloat, to be taken in when wanted during the winter.

The plan of the New York Produce Exchange to make Buffalo eltrs. regular in the storage of contract grain was to go into effect, but the trade has been so dull that the details have not been completed Chairman Kemp of the grain committee of the Produce Committee was in Buffalo lately and a meeting was held with the Western Elevating Asso. though nothing definite has been given out as to the transactions. It is understood, how-ever, that the plan has progressed sat-isfactorily and that the Produce Exchange will before long make known its plan in regard to resident grain inspector. It is hoped that the present inspection under Mr. Shanahan may be found sufficient with perhaps the addition of the necessary amount of book keeping.

At a meeting of the Western Elevating Asso. August 5th the following special summer storage rates, were adopted: Arrangement can be made, upon application to the secretary previous to unloading, for a special summer storage rate of three-eighths of one cent per bushel for each thirty days or parts thereof, (after the first ten days.) This will be effective on grain received up to and including August

31st, next. The summer storage rate will terminate absolutely on Oct. 1st, next, and all grain stored on this special rate, remaining in store after that date will be subject to the regular storage charge of 4c per bushel for each ten days or parts thereof after that date, regardless of when it was received in store. N. B.—Grain will be charged regular storage, unless application for the special rate is made to grain goes in store. No grain will be transferred to the Special Summer Storage rate after it is in store." The foregoing is the official circular and shows a considerable reduction from the old rates.

The Washburn tragedy turned out to be the result of grain speculations and losses, as was indicated in the letter left by Washburn to his partner, W. G. Heath-field, spite of claims to the contrary and efforts to show that the affair was one of robbery instead of murder and suicide. On July 28th Mr. Heathfield applied for on July 2011 MT. Heatment applied for papers in bankruptcy, both individually and for the firm, giving the liabilities as \$55,611, of which \$37,732 are secured and assets amounting to \$5,229. The following detail of liabilities names many grain firms of the country and shows that Washburn's plan was to take the money that the firm owed them in transactions and using it in speculation instead of sending it to them: T. A. Baker, Fayette, and using it in speculation instead of sending it to them: T. A. Baker, Fayette, O., balance due on grain, \$10.93; Cottingham & Franklin, Leipsic, O., balance due on grain, \$204.72; J. J. Coon, Toledo, O., balance due on grain, \$33.47; J. R. Ebersole, Clarence, N. Y., open account, \$1,-255.72; Farmers Eltr. Co., Lenox, Mich., balance due on grain, \$332.91; Farmers Grain & Live Stock Asso., Deer Creek, Ill., balance due on grain, \$176.55; William G. Heathfield, Buffalo, open account, \$2,357.35; Harlam Bros., Ambia, Ind., balance due on grain, \$362.85; Malted Cereal Co., Burlington, Vt., margins, \$400; W. T. Maywell & Co., Valparaiso, Ind., balance on grain, \$538.61; Niagara Mill & Eltr. Co., Buffalo, borrowed money, \$6,250; Ross & Ross, Chalmers, Ind., balance due on grain, \$1,428.35; Smith, Davis & Co., Buffalo, insurance mers, Ind., balance due on grain, \$1,428.35; Smith, Davis & Co., Buffalo, insurance premiums (subject to rebate), \$602.45; Charles S. Van Patten, Burlington, Vt., margins, \$1,000; A. J. Wolfe, Fremont, O., balance due on grain, \$375.20; weighing and inspecting department, Chamber of Commerce, Buffalo, \$118.60; Spencer, Moon & Co., Duluth, Minn., loss on 10,000 bushels of wheat, \$900; Marine National Bank, Buffalo, overdraft, \$581.96.—J. C.

NORTH DAKOTA.

Devils Lake, N. D .- Jake Wolf is building an eltr. on his farm.

Surrey, N. D.—The Surrey Citizens Farmers' Eltr. Co. incorporated.

Edinburg, N. D.-The Northwestern Eltr. Co. is putting in an engine.

Westhope, N. D.-A. L. Foster will

build an eltr. of 15,000-bu. capacity.

Langdon, N. D.-J. F. Watson will take charge of the Federal eltr. here.

Underwood, N. D.-Koenig & Son Eltr. Co. will build an addition to their eltr. Lawton, N. D.-Whalen Bros. of St. Thomas, have bought the eltr. of H. M.

Glenburn, N. D.-D. L. Lytle will engage in the grain business the coming

Edinburg, N. D., Aug. 4.—All crops in this vicinity are looking fine. Wheat

will yield 18 to 20 bus. per acre.—E. P. Oneson,

Kempton, N. D.—The farmers in this vicinity have bought the eltr. of E. M. Aldrich,

Lehr, N. D.—Geo. Gackle of Kulm is bldg. an eltr. L. Buege & Co., has the contract.

Easby, N. D.—The Cargill Eltr. Co. has been making some extensive repairs on its eltr.

Many fields of N. Dak, are full of wild mustard, but no rust is visible along the N. P. R. R.

Valley City, N. D.—The Occident Eltr. Co. has bot and will operate the Osborne-McMillan_eltr.

Manfred, N. D.—The Royal Eltr. was struck by lightning recently and burned to the ground.

Cooperstown, N. D.—The Farmers Mercantile & Eltr. Co. has bought the eltr. of N. J. Olson.

Palermo, N. D.—DeLaney Bros., who are located at Williston, will build an eltr. or a flat house.

Church Ferry, N. D.—The Farmers Eltr. Co. has contracted with L. O. Hickok for a 30,000-bu. eltr.

Wheatville, N. D.-The Natl. Eltr. Co. has contracted with the Barnett & Record Co. for a 30,000-bu. eltr.

Wilton, N. D.—Gruber & Lyons will erect an eltr. of 35,000 bus. capacity, to be ready for the fall crop.

Starkweather, N. D.—Lightning struck the Minneapolis & Northern eltr. Aug. 5. The damage was slight.

Barney, N. D.—The Corson Grain Co., of Minneapolis, has contracted with L. O. Hickok for a 30,000-bu. eltr.

Drayton, N. D.—The Monarch Eltr. Co. has erected a 15,000-bu. eltr. on the N. P. to take the place of the one burned.

Thompson, N. D.—The Farmers Eltr. Co., has let contract to G. T. Honstain for a 40,000-bu. eltr. on the Great Northern.

Lansford, N. D.—The Jenkins Eltr. Co., of Fargo, is bldg. an eltr. on the Great Northern. L. Buege & Co., have the contract.

Voss, N. D.—The Amenia Eltr. Co. has completed its new 20,000-bu. eltr. on the N. P. R., also a 10,000-bu. eltr. at Johnstown.

Colgate, N. D.—The Farmers Eltr. Co. has a new 50,000-bu. eltr. erected by Honstain, Bird & Co. It is well equipped with modern machinery.

McHenry, N. D.—The Farmers Eltr. Co. has bought the Dakota eltr. This was due to their inability of the board to secure a desirable location.

Grand Forks, N. D.—The Monarchi Eltr. Co. is defendant in a suit brot by a thresherman to recover for the threshing of wheat sold by a farmer to the company.

Brinsmade, N. D.—G. T. Honstain has completed a 30,000-bu. eltr. for the Monarch Eltr. Co. of Minneapolis, also a 25,-000-bus. eltr. for the same company at Drayton.

Easby, N. D., Aug. 3.—Crops in this vicinity are looking the very best, about all headed out and getting well filled. If nothing happens before harvest is over we will have a bumper crop.—N. D. McIver.

Binford, N. D.—The 40,000-bu. eltr. which Honstain, Bird & Co. are erecting

for the Farmers Eltr. Co., will be equipped with a No. 2B Monitor Flax and Wheat Separator and 15-h. p. gasoline engine

Glenburn, N. D.—Harry Gildley is bldg, a 30,000-bu. eltr., 8-h. p. Fairbank Gasoline Engine, a 6-ton dump, 100 bus. hopper scale, one stand eltr., 10x5½ cups. Wm. W. Shepard is bldg, a duplicate of this house, Honstain, Bird & Co. having contract for both eltrs.

Doyon, N. D.—The Farmers Eltr. Co. has let contract to Honstain, Bird & Co., for a 50,000-bu, eltr. It is equipped with a 6-ton dump scale, a 150-bu. hopper shipping scale, a 15-h. p. Otto Gasoline Engine, one leg with 12x6 cups and a No. 2B Monitor Flax Separator.

The Woodworth Eltr. Co. has contracted with L. O. Hickok for seven new eltrs. Three of 20,000 bus, capacity have been completed on the Portal branch of the Soo R. R. in North Dakota at Velva, Carpio and Bowbells. Four of the same capacity are being erected on the Winnipeg branch of the Soo at West Berry, Baxter, Waubum and another new station.

Fargo, N. D., Farmers representing 20 eltrs, met July 27 and formed a state asso. with the object of selling their grain thru one commission firm of their own in the terminal market. The promoters sought an indorsement of the Minnesota Farmers' Exchange, but the representatives present referred the question to their local organizations. O. G. Major and C. H. Shippey, both of Hope, N. D., were chosen pres, and secy.

OHIO.

Kirby, O.-D. E. Maxwell will build a large addition to his eltr.

Sherwood, O.—The Raymond P. Lipe eltr. has been newly painted.

Stony Ridge, O.—Geo. Wagoner's eltr. was destroyed by fire July 28.

Avis, O.—Raabe Bros. have bot a complete equipment of machinery for their eltr. of the Weller Mfg. Co.

Sherwood, O.—Mr. Cumins, of Connelsville, recently bought H. G. Freese's eltr., which he will operate the coming season.

Gilboa, O.—J. D. Gable, who has bot N. F. Dean's eltr. is the only regular dealer at this station, and no others are entitled to bids.

Cincinnati, O.—The C., H. & D. Eltr. Co. has elected Eugene Zimmerman pres., Thos. J. Walsh, secy.; and T. E. Ferguson, of Toledo, treas.

Cincinnati, O.—John DeMolet has severed his connection with the Union Grain & Hay Co. to engage in the grain business on his own account.

Cincinnati, O.—The Interstate Grain Co. incorporated, capital \$25,000. Incorporators: W. G. Todd, C. G. Emrick, S. C. Fullerton, A. F. Brownhall and J. O. Davis.

Toledo, O.—The Produce Exchange has established a grade of No. 4 red winter; to be sound and to include shrunken or dirty winter wheat and weigh not less than 52 pounds per bu.

Batson, O.—Brady Bros. & Sullivan have succeeded Brady Bros. and will operate the eltr. recently purchased of McMillen & Fleck, in connection with the eltr, at McGill and headquarters at Batson.

Lebanon, O.—Lewis Bros., have bought out J. M. Lambert, who has joined a scoop-shovel brigade regardless of his

moral obligation not to engage in the grain business at Lebanon. It seems that he is shipping grain to Cincinnati. No doubt the receivers who are handling his shipments there have not learned of the sale of his grain business.

Toledo Inspection is not rigid. It is based to fit the crop. Out of 240 cars received here this week 147 graded No. 2 Red, 77 No. 3 Red and 16 N. E. G. This is a very good showing. Numerous cars where the Wheat tested 54½ pounds have been blown to No. 3 Red, and many cars graded No. 3 which shipper thought would inspect N. E. G.—J. F. Zahm & Co.

Toledo, O.—The Michigan Central Eltr., operated by the United Grain Co.. was burned Aug. 1, with 134,000 bus. of corn and 52,000 bus. of oats, and 4 cars of grain on track. Loss, \$200,000; insurance, \$78,000 on building and \$100,000 on grain. The plant was comparatively new, and Secy. Jas. Hodge says the eltr. will be rebuilt at once of fireproof material. The Toledo Salvage Co. has bot the damaged grain.

Cincinnati, O.—The Union Grain & Hay Co. is the victim of the courts. After one court decided that the cost of moving its plant could not be considered, in the suit of the Cincinnati Southern road, the company compromised for \$20,000, only to have the supreme court reverse the decision of the lower court, and declare that the company was entitled to damages covering the cost of removal. Having once settled with the railroad the decision in favor of the company is of no value to the grain company. The company is negotiating for a new site for its eltr.

Columbus, O .- The Ohio State Board of Agriculture reports the condition of wheat Aug. 1 as 60; oats, 99. The wheat condition for two months up to harvest time, showed a very fluctuating or uncer-tain condition, but the general outcome has resulted somewhat better than was anticipated, though the crop is quite small as compared with a fair average produc-tion for the state. The area harvested was light, owing to the plowing up of many fields that were worthless. A great many pieces of wheat, that it was thought would not be worth the cutting, were left standing, because of rush of other farm work, and some of these took on surprising improvement the latter part of the season, and have produced fairly well. The wheat production over the state is extremely uneven, ranging from barely enough for seed to fair and even full yield, making the general average only sixty per cent, and this, with the short acreage, will result in one of the lowest productions through a number of years past. Threshing is in progress, and the next report of the Department will show the average product per acre, as estimated from actual threshing done throughout the several counties of the state. The the several counties of the state. The oats crop is heavy, and there is a large area. The result is a big total production for the state. There is great length of straw, and very little complaint of the heads not being well filled. The oats harvest will soon be completed over the state. The only unfavorable conditions are that in many fields the crop is lodged and down. and down.

TOLEDO LETTER.

Perrysburg, O.—C. L. Maddy, of the Churchill & Maddy Eltr. Co., had an accident several days ago, two ribs being broken and he was injured internally.

Upper Sandusky, O.—Greeg's eltr. received the first new wheat of this season on Aug. r. The wheat tested 58 and 60 pounds. Last year the first wheat marketed was only July 6.

The Toledo Eltr. Co. received the first new carload of oats on Aug. 1., the first received on this market this season. The shipment contained 1,500 bus., was from Southern Indiana, and graded No. 3 white.

The United Grain Co, is having plans and specifications made for a new eltr. to replace the burned Michigan Central Eltr. The present crop will be handled at the two other eltrs, of the company, which has, in addition, leased the Lake Shore Eltr. Mr. Paddock states that the eltr. had been cleaned from top to bottom, and at the time of the fire there was not a place in the big structure where one could not eat from the floor. One theory is that the fire started from an overheated shaft.—H. D.

OKLAHOMA

Ponca, Okla.—The Oates Grain Co. has completed an eltr.

Perry, Okla.—The Farmers Shipping Asso. has purchased the Miller eltr.

Lucien, Okla.—D. K. Sterrett has sold his eltr. to Thomas Howard.—J. S. W.

Nardin, Okla.—The Braman Eltr. Co. is building an eltr. of 10,000-bu. capacity. El Reno, Okla.—The Frisco Grain Co. incorporated, capital stock \$25,000. Incorporators: Chas. Cox of Augusta; Ed. Gagnebin and A. S. Cox of Carmen.

Quinlan, Okla.—The Farmers Federation of Woodward county incorporated, \$5,000 capital stock. Incorporators: R. C. Edmission, J. F. McFadden, Eli Roberts, A. J. Roherson, J. Moseley, R. Dunsbee, H. Riley, J. R. Mellon and J. F. Mattison.

OREGON.

Portland, Ore.—Not a single ship was chartered during July for new crop loading, a condition unprecedented.

Gaston, Ore.—J. A. McCune, mortgagee, has bot for \$6,500, the warehouse and mill at this place, and will probably remove the machinery to the wheat growing territory.

PENNSYLVANIA.

Scranton, Pa.—Babcock & Co., grain dealers, will erect warehouse.

Exeter, Pa.—H. B. Levan will rebuild and enlarge his grain and feed warehouse.

York, Pa.—The 27 mills of the Eastern Milling & Export Co., were sold under foreclosure for \$316,000 to a local syndicate of bondholders. The properties are worth more than \$7,000,000.

PITTSBURG LETTER.

Ohio oats have started to come forward, a few cars being already here. Consignments are expected to increase from now on.

Ear corn is scarce and wanted. This has been the state of things for a week, and there is still a shortage of supplies of desirable corn. No. 2 yellow ear has advanced to 61 cents, the high point of recent weeks, and, at this figure, there is not much trouble found in securing buyers.

An active demand has existed for oats during the past two weeks, and still continues. There has been a gradual growth in quotations, at this writing No. 2 white readily commanding 45 cents with 45½ often obtained. Receipts have been normally large, but purchasers have taken hold so readily that there has been no accumulation.

Millfeed has been featureless since the middle of last month. At that time the market went off, under the influence of reduced sales, but little has come forward, and there has been no decline since that time. . Shelled corn is also fairly firm, and prices are stronger now than they were a week ago. There is enough coming to supply the market but there is no oversupply, and quotations as they exist are strongly maintained.

Two weeks ago the feature of the hay market was the smallness of receipts, which had gone to the minimum for the season, only 86 carloads arriving in six days. The result was an advance in prices, which sent No. I timothy up to \$15 a ton. The quantity of old hay in the receipts then coming forward was very meagre, and dealers were compelled to exercise diplomacy to make the light supplies go round among those who were after old hay, for new stock was undesired. All that has, been changed now and receipts for the past few days have been heavy. There is, it is true, but a limited quantity of old stock, but there is enough, and there is not a heavy demand.—C. H.

SOUTH DAKOTA.

Herreid, S. D.-J. G. Brady will build an eltr.

Colton, S. D.—A. B. Coutts will build a 20,000-bu, eltr. here.

Lake Preston, S. D.—The Co-operative Eltr. Co. has bought an eltr.

Benclaire, S. D.—The Soo Eltr. Co. has bot an eltr. at this point.

Viborg, S. D.—A. W. Green contemplates erecting a 10,000-bu. eltr.

Schindley, S. D.—J. W. Straup has sold his eltr. to Skewis-Moln Co.

Sisseton, S. D.—The Farmers Co-operative Eltr. Co. will build an eltr.

Herreid, S. D.—Damberger & Clark will erect a flat house to handle grain.

Baltic, S. D.—The Hartley Grain Co. will build a 20,000-bu eltr at Colton

will build a 20,000-bu, eltr. at Colton. Holmquist, S. D.—The McCaull-Webster Co. has rebuilt its 20,000-bus. eltr.

Troy, S. D.—It is reported that H. Poeller & Co., will bld. a 25,000-bu. eltr.

Aberdeen, S. D.—The Sleepy Eye Milling Co. has purchased the Anderson eltr.

Sioux Falls, S. D.—W. A. Mills will operate the Illinois Central eltr. this fall. Webster, S. D.—Potter & Garrick are building a 60,000-bu. addition to their

Watertown, S. D.—The Western Eltr. Co. is making extensive improvements in its eltr.

Miranda, S. D.—A. Fritts, who bought a flat house here, will have it remodeled into an eltr.

Parkston, S. D.—The Farmers Traffic Asso. will build an eltr. to be ready for business Sept. 1.

Lake Andes, S. D.—J. W. Harding is bldg. an 18,000-bu. eltr. L. Buege & Co., have the contract.

Howard, S. D.—The Farmers Eltr Co., are bldg. a 25,000-bu. eltr. L. Buege & Co. have the contract.

Platte, S. D.—M. King, of King & Peterka, will erect an eltr. at Platt and another at Running Water.

Alpena, S. D.—The Alpena Warehouse & Eltr. Co. has equipped its eltr. with an improved Hall Distributor.

Webster S. D.—Darmody & Summer have torn down their old eltr. and are putting up a cribbed house 26x34.

Dempster, S. D.—The Grain & Mercantile Co., has a new 25,000 bus. eltr. erected by L. Buege & Co.

Albee, S. D.—O'Leary & Cahill have a new eltr, on the Great Northern just completed by L. Buege & Co.

Twin Brooks, S. D.—The Twin Brooks Eltr. Co. has a new 20,000 bus eltr. just completed by L. Buege & Co.

Bryant, S. D.—Jones & Metcalf are having a 20,000-bu. eltr. built by L. O. Hickok to replace the old building.

Tripp, S. D.—The South Dakota Grain Co., of Parkston is building a 25,000-bu. eltr. L. Buege & Co. are doing the work.

Flandreau, S. D.—Larkin & Thompson who own the large mill at Madison, will operate The Farmers & Merchants Eltr.

Vienna, S. D.—The Eggen Lumber Co. has bought the eltr. of J. J. McBride. Hans Moen will act as agent for the new firm

Huron, S. D.—F. M. Brown & Co. who will operate the Van Dusen eltr. have increased its capacity and put it in perfect repair.

Arlington, S. D.—The new 40,000 bus. eltr. and mill bldg, of the Central Dakota Milling Co., has been completed by G. T. Honstain.

Wessington Springs, S. W.—E. E. Sidmand has let contract to Lund, Rud & Co., for a 16,000-bus, eltr. on the C. M. & St. P.

Miranda, S. D.—The Atlas Eltr. Co.'s eltr. containing 4,000-bus of grain, which burned, will be rebuilt with a capacity of 25,000 bus.

Armour, S. D., Aug. 2.—Wheat about all harvested, some new grain in. Crops not so good as last year, rust the cause of it.—O. A. Streator.

Mt. Vernon, S. D.—Eltrs. of 20,000 bus. capacity have been completed for the Hunting Eltr. Co. and the Farmers Eltr. Co., by L. O. Hickok.

Esmond, S. D.—B. Gartland and Robert Wilson will build an eltr. and engage in the grain business here. They will also erect an eltr. at Manchester.

Hosmer, S. D.—The Hosmer Mill Co. has built a 20,000-bu. eltr. Haerter & Nusz have added an eltr. to their warehouse, making their capacity 15,000 bus.

Sioux Falls, S. D.—J. B. Peterson and Jno. Mundt have each contracted with L. O. Hickok for a 25,000-bu, eltr. at the new station of Crooks on the South Dakota Central.

Lake Preston, S. D.—The Co-operative Eltr. Co. incorporated, has bought the S. Y. Hyde plant on the C. M. & St. P. line and will be ready for business when the season opens.

Summit, S. D.—The Farmers Eltr. Co. has been operating its house at a loss, and recently held a meeting to consider the advisability of selling the eltr. and quitting the business.

Herreid, S. D., Aug. 6.—Crops in this locality are the best for years, and har-

The GRAIN JOURNAL.

vest half done. Will have a good corn crop if weather is favorable for another month.—O. A. Olsen.

Hudson, S. D., Aug. 3.—Barley all cut and most of it stacked. Wheat and oats harvest on. Barley crop is good, oats are good, but wheat very uneven on account of rust.—A. B. Coutts.

Madison, S. D.—The Alliance Warehouse Co. has let the contract to L. O. Hickok for the construction of a 20,000-bu. eltr. to replace the old building. The house will be equipped with hopper scales and a 5-h. p. Fairbanks Gasoline Engine.

SOUTHEAST.

Decatur, Ala.—Scruggs & Echols' eltr. was destroyed by fire at a loss of \$40,000 only partially covered by insurance.

The average condition of cotton July 25, as reported by John Hyde, chief of the bureau of statistics, was 91.6, compared with 88 a month earlier and a 10-year average of 82.7.

Cordele, Ga.—The P. H. Willis Co., wholesale grain dealers, incorporated capital \$5,000. Incorporators: H. Mashurn of Rochelle; F. L. McCoy, J. E. Beasley and P. H. Willis of Cordele.

TENNESSEE

Nashville, Tenn.—The Nashville Warehouse & Eltr. Co. contemplates erecting an eltr.

Nashville, Tenn.—The Capital Grain Co. recently incorporated, will erect a grain eltr. and warehouse and put in a feed mill

Hall, Tenn.—The Citizens Milling Co. incorporated, capital stock \$10,000. Incorporators: W. F. Wilson, J. S. Polston, C. W. Dyer, R. J. Stalcup and J. W. Cadaugh.

Nashville, Tenn.—W. Brown Morgan has been elected by the Nashville Grain Exchange as assistant grain inspector under Inspector J. M. Williams. For the past fifteen years Mr. Morgan has been superintendent of the Nashville Warehouse and Eltr. Co.'s plant.

Nashville, Tenn.—During February and March prospects were so poor that many fields were plowed up. Others held on for possible improvement and were well repaid, for there was a decided change by April. The plant reserved its energy it seemed for the proper time and then grew vigorously. Rains at harvest caused apprehension, but no damage resulted. Ninety per cent is fine milling wheat. The crop was late and threshing was two or three weeks late. Receipts were light until July 5, but since then there has been a continuous big rush. The millers say the new wheat is producing the finest flour they ever made.—J. M. Williams, grain inspector.

TEXAS.

Brownwood, Tex.—The Lambertson Mill & Grain Co. has been incorporated with a capital stock of \$50,000.

Waco, Tex.—Early, Foster & Co., have completed arrangements by which they will be the purchasing agents in the state of Texas for the Missouri Valley Grain & Export Co., of St. Louis.

Houston, Tex.—At the preliminary examination of the creditors of the Thompson Milling Co., the creditors elected R. W. Weir trustee to take charge of the property. His bond was fixed at \$25,000.

Waco, Tex.—Eugene Early, vice-president and manager of the Seley-Early Grain Co., is taking an extended vacation. He is visiting at his old home in Virginia, but expects to be back about the first of Sept.

Crawford, Tex.—Tate & Alexander, who recently entered the grain business at this point under the above firm name, have gone out of business. It is reported that they went back on several contracts that they made for shipments,

Waco, Tex., July 30.—The farmers have marketed about all of the new crop that they will for the present. A large stock of oats was stored by the dealers and also by the farmers in this part of the state. The corn crop, we think, will be the largest on record.—Seley-Early Grain Co.

Galveston, Tex.—Grain exports from Sept, 1, 1903, to Aug. 1, 1904, were 11,170,-654 bus. of wheat and 3,406,373 bus. of corn; compared with 13,086,976 bus. of wheat and 4,405,351 bus. of corn during the corresponding period of the preceding crop year as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

TEXAS LETTER.

Lloyd, Tex.—The Lloyd Gin & Mill Co. has been chartered with a capital of \$4,000.

During the past three weeks wheat has been climing steadily and even at the advanced price millers are unable to get enough wheat. No doubt a great quantity of wheat will be shipped into this state to meet the demand of the mills. The crop is very much shorter than was anticipated. Prices are very stiff and further advances may be looked for.

The Democratic State Convention which was held at Houston on the 2nd of Augadopted a plank for the repeal of the occupation tax law, as applied to merchants, this plank also calls for the repeal of the tax as applied to grain elevators, etc. A strong committee from the Federation of Business Organizations of Texas was present at the convention and at the legislature a good committee will be in attendance to see that the bill is carried through that body to become a law.

The Texas corn crop which is now made and is being gathered to some little extent in some parts of the state will in all probability be the largest in the history of the state. Some estimates running as high as 175 million bushels, but as no statistics are kept in this state it is very hard to form an estimate of what it will really be in bushels. There is no doubt but that it is an immense crop as there are not even isolated sections where complaints are coming about the crop, but all report big crop.

A. W. Morrill, who was appointed by Prof. D. W. Hunter of the Department of Agri. to inspect oats for shipment to Louisiana has been transferred to Victoria, Tex. Mr. Morrill will, when called upon by shippers of oats to Louisiana, inspect the grain and issue certificates. It will be remembered that Louisiana created a pest commission with power to act for the purpose of keeping out the boll weevil. This commission issued to Prof. Hunter authority to inspect oats from certain counties in north Texas and if found free of weevil to issue permit and such grain could be shipped to Louisiana points. A number of the grain dealers have taken

advantage of this privilege and quite a quantity of oats have been shipped to that state. Mississippi also passed a law to practically the same effect but owing to the fact that there was no appropriation made by the legislature to defray the expense of the Commission the law is inoperative. The experiments being carried on by the Government with ants from Guatamala, have so far been very successful and Prof. Hunter is of the opinion that the ants will solve the boll weevil problem.—J. S. W.

UTAH.

Salt Lake City, Utah., July 29.—Our Utah crop of wheat this season is particularly good, both in yield and quality. Sam Williamson.

WASHINGTON.

Palouse, Wash.—John Calvert has bot the grain warehouse at this point.

Connell, Wash.—The Tacoma Grain Co., is building a warehouse at this point.

Seattle, Wash.—The Gaffney warehouse was destroyed by fire recently. Loss \$20,000.

Hay, Wash.—The Pacific Coast Eltr. Co. is building a large grain warehouse at this point.

Washtucna, Wash.—The Farmers Grain & Supply Co. is building a warehouse at this point to cost \$5,000.

Elberton, Wash.—C. A. Price mgr. of the Farmers Eltr. Co. has bot the Clarke & Eaton grain warehouse for his company.

WISCONSIN.

Watertown, Wis.—The Watertown Grain Co. will put in a car loader.

Fennimore, Wis.—W. Zimmerman has purchased the warehouse of Hinn Bros.

Superior, Wis.—McCabe Bros. have bot the old wheat hospital of the Amenia & Sharon Land Co.

Milton, Wis.—E. L. Barnes has installed a feed mill in his eltr. and will do custom grinding.

Superior, Wis.—The Superior & Northern Eltr. Co. has filed an amendment to its articles of incorporation, changing the name to the Alger-Fowler Co.

New Richmond, Wis.—The New Richmond Roller Mills Co., is building an annex to its eltr. When finished it will give them a capacity of 160,000 bus.

Fond du Lac, Wis., Aug. 5.—Some new grain is being marketed, but the crop is not very good. Oats are badly rusted and barley is a poor crop and light weight so far as we have seen. We do not look for a very good year.—M. B. Helmer.

Milwaukee, Wis.—The business of the Hadden-Rodee Co., is now in the hands of a receiver for settlement, the stockholders deciding that they could not carry out the agreements made by Chairman Bradbury of the Board of Directors. The Hadden Commission Co. succeeds to the business and has a cash capital of \$25,000.

MILWAUKEE LETTER.

Flax has sold here at a premium most of the time, it having been found difficult to secure supplies adequate to the requirements of local crushers. With the more lenient inspection, Milwaukee should be an attractive market for dealers throughout the West, for the matter of grading alone often makes net prices several cents better than at Chicago or other competing points.

Secretary Langson's annual report to the Chamber of Commerce is very optimistic, notwithstanding the fact that the season ending with last month has been considered an off-year. Receipts of grain were large, aggregating nearly 40,000,000 bu. for the fiscal year of the exchange, which closes three months earlier than the so-called "crop" year. Considerably less wheat came on the market, owing to unfavorable conditions in the N. W., but barley and oats showed a material increase, while corn and rye held their own.

Local millers ground 7,000,000 bu. of wheat.

The brewers of Milwaukee surpassed their great record of 1902 by more than 50,000 bbls. They purchased over 9,000,000 bu. of barley, about half the total supply.

The resumption of trading in grain futures about three years ago has been followed by uninterupted success. This business has increased in volume from year to year, proving its utility to the trade at large as well as to local interests. The past season shows an increase of 60 per cent over that of the preceding year.

"It goes without saying that the two railway corporations which enjoy a monopoly of the grain-carrying business of Milwaukee should provide ample modern facilities for handling expeditiously and economically a much larger volume of business than they can take care of with the facilities of a quarter of a century ago."

Mr. Langson again urges the need of better terminal storage and transfer facilities, if the grain trade of Milwaukee is not to be curtailed. "New elevators," he says, "have been built by the maltsters, brewers and millers for their own use, and the aggregate capacity of these private elevators is largely in excess of the terminal elevators located on deep water. The maximum capacity of the latter is 5,250,000 and of the millers' brewers' and maltsters elevators 9,210,000 bu."

Members of the Chamber, which, as an organization, has contended long and vigorously for effective governmental supervision of railway transportation, are much gratified by the action of the Wisconsin Grain Dealers' Asso. in specifically endorsing the Quarles-Cooper Bill and pledging the efforts of the Asso. in its support. Last year a similar resolution was turned down merely as a result of indifference.

A. W. Goetz, Jr., commonly known as "Billy," has betrayed our confidence in him and gone over to the Philistines. Van Dusen-Harrington Co. are to be congratulated upon securing the services of one who has been so long associated with the barley trade of the Northwest and is so well versed in every phase of it, but the boys on 'Change cannot help but feel the loss. It is to be hoped, however, that this new connection will aid in bringing the two markets closer together, and Mr. Goetz has the best wishes of his former associates in the field to which he has been called.

The effort to establish a Freight Bureau in connection with the Chicago Board of Trade is being watched here with much

interest and may lead to similar action on the part of the local exchange. Some years ago Mr. Geo. Schroeder was engaged as Freight Commissioner and rendered most effective service in that capacity. Important changes in rates etc. favorable to this market may be directly traced to the work which he did in showing up discriminations against Milwaukee. A mistaken idea of "economy" of the directors led to discontinuing the Bureau; but it had already accomplished much good, and if as capable man as Mr. Schroeder could again to be found to take the work in hand, there is a great deal more that might be done.

Receivers here are being flooded with samples of new barley from all parts of the Northwest, and, as usual, shipments of grain threshed from the shock are headed for Milwaukee; but the market is not yet established and present offerings are salable only at "feed" prices. The first car of new barley arrived from Minnesota, Aug. 2nd, inspected Extra No. 3 and sold at 42½c. It proved to be rather thin and uneven in color. Reports all indicate that there will be an enormous crop and, as a whole, it will be considerably better in quality than last year. Maltsters will not be buying for two weeks or more and shipments should be held back for a time. At all events, let the grain have an opportunity to go through the sweat and become thoroughly cured before it is loaded into cars. It is singular how often this common-sense rule is disregarded by those who are so eager to get their grain on the market that they run the risk of a heavy loss on it.

The Van Auken-Smith Coal Co., whose case before the Interstate Commerce Commission has been followed at some length in these columns, have virtually abandoned the suit, owing to the fact that the railroad companies have made important concessions along other lines with the object of inducing them to do so. This illustrates one of the benefits conferred upon the shipping interests of the country by the existence of the Commission, even though the latter has but limited powers, for innumerable cases are "settled out of court" without being allowed by the carriers to come to a direct issue; and that sort of thing is encouraged by the Commissioners when no principle is involved which ought to be made the subject of a specific declaration on their part. On some accounts it is to be regretted that the case in question did not have a hearing; for, as previously explained in the Journal, a favorable decision would have established a precedent which would have been of much value, particularly to the grain interests of this state.

The principal topic of discussion at present among those members of the exchange who have been most active in shaping its policies is the proposed creation of a Bureau of Official Sampling; which now seeems likely to be carried through in the near future. Concerning the wisdom of establishing such a bureau there appears to be practical unanimity of sentiment (tho the voice of the "knocker" is heard on the floor); but in regard to the rules and regulations by which it shall be governed there are many and diverse views. The Committee on Rules recently prepared a tentative draft embodying what were deemed to be suitable provisions, and in regard to this much secrecy has been maintained by the Directors; but it transpires that many of the sections have been subjected to a vigorous onslaught on

the part of a number of receivers whose advice was sought. Objection is principally raised to the section providing for a committee of three experts whose duty it shall be to pass upon all disputes arising under the new code and to oversee the work of the samplers. Practical grain men (as distinguished from the easychair brigade) contend that it would be far better to place the new department under the control of the Supervisors of Inspection and Weighing. The rules of the Chamber now in force could then be made to apply specifically to the work of the official samplers, which would be a distinct advantage, inasmuch as controversies have arisen in the past over the extent to which certain special departments or bureaus working in connection with the Chamber were subject to its rules. Furthermore, the service of the supervisors mentioned above has been one of the most potent factors in giving to this market the "gilt-edged" reputation which it has among terminals for fair and conscientious treatment of the interests of country shippers. In that department a long line of rulings and precedents have been established and a strict "civil-service" prevails which will be invaluable to the success of the new bureau. One of the provisions makes it obligatory upon samplers to be members of the Chamber; but such a provision does not meet with general concurrence and will scarcely be retained, at least so far as it applies to the deputies. It would tend to prevent the employment of active young men who might be in every respect well qualified for the work, and restrict openings in the service to certain old wheel-horses who, by virtue of being members of the Chamber, have picked up a precarious living around it for years past. There has been altogether too much of that sort of thing in connection with the grain exchanges of the country.—I.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July I and prior to Aug. II have been 18,744,000 bus.; compared with 18,177,000 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Aug. 11 have been 12,327,000 bus.; compared with 14,237,000 bus. for the corresponding period a year ago.

Where a shipper brought suit on a special transportation contract against the carrier for damages to his property, the contract providing that it was made in consideration of reduced rates granted to the shipper, he could not contend, on demurrer to the petition, that the statement in the contract that a reduced rate was given was false.—Wilson v. Atlantic Coast Line R. Co. Circuit Court N. D. Georgia. 129 Fed. 774.

The warehouseman, under our statute, can only excuse or justify a refusal to deliver goods to the holder of the warehouse receipt upon its surrender and cancellation by showing that the property has been removed by operation of law. He will not be permitted, as against the receipt holder, to set up title in himself or any third party.—Wheeler & Wilson Mfg. Co. v. Brookfield. Court of Errors and Appeals of New Jersey. 58 Atl. 352.

Grain Carriers

Vessel charters are being made at Chicago at I cent.

A wireless telegraph system has been installed on the big lake steamer A. B. Wolvin.

It is said the Dominion government contemplates purchasing the Canada Atlantic line.

Grain rates at and east of Buffalo are to be advanced, it is said, 1/2 cent Aug. 15, and I cent Sept. I.

The first cargo unloaded at the new steel elevator of the harbor commissioners at Montreal was received recently by the steamer John Crerar from Chicago.

A grain freighter of full canal size was recently launched at Toronto, Ont. The Haddington is 254 ft. long, 42 ft. beam and 18 ft. in depth, and will carry 75,000 bus. of wheat.

The record for the heaviest grain cargoes on the lakes is held by the steamers J. H. Reed and D. G. Kerr, each of which have carried 8,250 tons of wheat from Duluth to Buffalou

No freight cars suitable for grain will be loaned by the Northwestern road the coming season, it is said. An official states that the company has this year added 1,000 cars to its equipment.

Western railroads have made moderate preparations to handle the fall movement grain. Cars are in good supply, and what delay results probably will be caused by the congestion at terminals.

Work has begun on the West Neebish channel of the Sault River, an improvement costing \$4,000,000 and requiring 5 years. When completed the depth of water between Lakes Superior and Huron will be confit. will be 22 ft.

The new American Shippers Assn., in addition to opposing the proposed uniform bill of lading, will also appear before the next Congress in support of a measure to give the Interstate Commerce Commission power to revise rates.

The Trunk Line Assn. gave a hearing July 27 at New York to a committee of the Millers National Federation, which seeks to have the export rate on flour reduced or that on wheat raised, to make it easier for the American miller to compete with the British millers. No action

The new uniform bill of lading is a scheme of the railroads to "bluff" the little shippers out of their right to claim damages for grain not delivered in good order. The 20 per cent advance for guarantee of delivery in good order is like the telegraph company's charge for a receased message a vain attempt to avoid repeated message, a vain attempt to avoid paying just claims for errors.

A state railroad commission is without power to require a railroad company to cancel and abolish "proportional tariffs" which apply only to interstate or foreign shipments, and which were adopted with the approval of the Interstate Commerce Commission, to prohibit the company from permitting export shipments of grain to be stopped in transit within

the state for cleaning, grading, etc., or by similar order to attempt to regulate interstate or foreign commerce. J. Rosenbaum Grain Co. v. Chicago, R. I. & T. Ry. Co. Circuit Court N. D. Texas. 130

Compromising Claims.

By Col. S. Rice.

The policy pursued by railroad companies of compromising claims for shortage, when their liability cannot be absolutely proved, has led to the practice by some dealers—in fact, by a large proportion of them—of doubling the quantity on which they are entitled to recover. This is not a modern innovation; claimants have been known to pursue such a course ever since the dawn of history; but, when applied to the grain trade of the present, its effect is most perni-

Why? Simply this: Before any claim will be allowed or even compromised, affidavit must be made to the shipper's weights. In other words, if more than the right-ful quantity is claimed, the shipper must perjure himself by swearing to figures that are not correct, or he must reduce his claim. Either course reacts upon him. The latter is at once taken by the railroad officials as evidence of an attempt to overreach them; and the former is certain to be discovered in time, thus prejudicing the company very strongly against the claimant. That the shipper is induced to take such measures through their own questionable policy is never considered by the claim officials; they naturally look at but one side of the case and are only concerned in keeping the figures in their department just as low as possible.

A large experience in matters of this kind leads me to believe that it is best in all cases to stick to the facts. If your claim is unquestionably just, there is no need to compromise. If you can present good proof, it is folly to compromise, for that will only weaken your position in every future case. First, make certain that your weights are correct; next, secure evidence that the loss occurred in transit, then attach an affidavit of your weights to the claim when it is filed, and finally insist upon every penny that is due you. Of course, your affidavit must include a statement that the car was in good condition when loaded, that it was carefully coopered and the grain doors securely fastened and sealed. A model form for such an affidavit has been printed in the Journal.

Compromise is only advisable when the loss cannot with certainty be traced to any fault or neglect of the railroad company. In that case it is only fair to meet them half-way.

By being perfectly "square" yourself and avoiding the least appearance of dishonesty, you will soon put yourself in a position to be given fair treatment by the claim officials, nearly all of whom have long memories. Just as a case is more than half won when taken by a lawyer who is known to accept a retainer only on what he believes to be the right side, so a claim secures preferred treatment when filed by a shipper whose integrity has never been assailed by wellfounded suspicion. More than at any other time in the history of the world, business success of any kind is conditioned today upon absolute honesty. Extioned today upon absolute honesty. Exceptions to this rule are only conspicuous for their isolation.

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Experiments with Gasoline.

That gasoline is not a dangerous fluid when handled by one understanding its nature has been demonstrated by the success careful men have had in avoiding

Novel experiments illustrating the nature of gasoline are described by Prof. Roberts in Popular Mechanics, to which

a cigar at a rapid rate with the burning end held over the opening of the can. While this seems a very rash act the smoker is still alive to repeat the performance as often as desired.

Failing to ignite the gasoline vapor the experimenter tried dipping the glowing end of the cigar into the fluid gasoline, poured into the cap of the can, as shown in Fig. 3. The result was exactly the

The hydrogen gas generated by the electric batteries often used with gas engines is very explosive, and has been known by those familiar with the fact to cause explosions alleged by the fertile brain of the newspaper reporter to have been caused by grasoline.

been caused by gasoline.

Gasoline tanks do explode when tightly closed so that the vapor generated by heat can not escape. This explosion is the



Fig. 1.—Holding a Lighted Cigarette Over Can Opening.



Fig. 3.-Digging a Brightly Burning Cigar Into Gasoline.

we are indebted for the engravings here-

we are indebted for the engravings herewith.

A lighted cigar or cigarette will not ignite gasoline, or its vapor. This is illustrated by Fig. I. A lighted cigarette was smoked furiously for a moment, to secure a very bright spark, and then held over the opening of the gasoline can. A similar experiment was made by holding a lighted cigar and cigarette in a mixture of gasoline vapor and air. In no instance was it possible to secure an ignition.

Fig. 2 shows the experimenter smoking

same as if the cigar were plunged into water. The spark is extinguished with considerable sputter and the generation of quite an amount of vapor.

The cigar shown in Fig. 4 has first been lighted and then thoroly saturated with gasoline. It was smoked to within an inch of the end without a flame appearing. On attempting to relight it with a match, the cigar contained so much gasoline that it immediately burst into flame. it immediately burst into flame.

same as that in a steam boiler, because the interior pressure becomes too great, but the vapor will not take fire unless there is a flame in the immediate vicinity to ignite it.

to ignite it.

A gasoline tank was emptied, let stand for 10 days, when a workman who intended to solder a leak took it to the forge to dry it. In a moment there was an explosion that flattened out the tank. As it requires only 124 volumes of gasoline



Fig. 2.-Smoking a Cigar Over a Can Opening.



Fig. 4.-Smoking a Gasoline-Soaked Cigar.

to 1,000,000 volumes of air to make an explosive mixture, it will be seen that a gasoline tank must be nearly dry to contain an explosive mixture.

A bottle of strong ammonia thrown into the burning gasoline is often an effective

extinguisher

With ordinary care a gasoline engine is not nearly so dangerous as a steam boiler, and does not require nearly the attention to prevent accident.

Let no flame come near gasoline, or its vapor, and safety is assured.

Patents Granted

Malt Kiln. No. 765,214. Peter G. Toepfer, Milwaukee, Wis.

Conveyor Chain. No. 765,990. David E. Phillips, Mahanoy City, Pa.

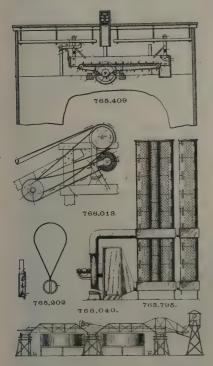
Explosive Engine. No. 765,814. Franklin L. Chamberlin, Cleveland, O.

Internal Combustion Engine. No. 756,-159. Baxter M. Aslakson, Oil City, Pa.

Two-Cycle Explosive Engine. No. 765, Chas. R. Daellenbach, Ellwood City,

Fuel Inlet for Internal Combustion Engine. No. 765,880. Franklin L. Chamberlin, Cleveland, O.

Safety Mechanism for Starting Explosive Engines, No. 765,628. Jonathan D. Maxwell, Detroit, Mich.



Internal Combustion Engine. No. 12,-249. Oscar P. Ostergren, New York, N.Y., assignor to the Fuel Oil Power Co.

Rotary Explosive Motor. No. 765,777. Jas. F. Hathaway, San Francisco, Cal., assignor to Hathaway Rotary Engine Co., San Francisco.

Means for Supplying Liquid Fuel to Explosive Engines. No. 765,629. Peter

Murray, Jersey City, N. J., assignor of one-half to Agnes L. Aitchison and John Leach, Jersey City.

Starting Attachment for Explosive Engines. No. 766,116. Harry M. Rawl, New Brighton, and Dempsey L. Reehl, West Bridgewater, Pa., assignors to Pierce-Crouch Engine Co., New Brighton.

Car Seal. No. 765,202. (See cut.) Jacob Schneider, Newport, Ky. Concealed in the sealing cap is a spring plate bent into arched form, the raised portion of the spring plate having a notch, which is engaged by the barbed end of a sealing

Belt Conveyor. No. 766,040. (See cut). Jas. B. Humphreys, New York, N. Y., assignor to Robins Conveying Belt Co. Over the bins is a bridge movable on tracks and containing an endless belt conveyor, the load of which may be discharged at any point by a tripper movable along its

Grain Distributor. No. 765,409. (See cut.) August Witterich, Rankin, Ill. The grain discharged from the elevator head is distributed to the different bins by means of a chute running on horizontal tracks. The grain falling into the chute is discharged at either end by a continuous belt conveyor.

Brushing Apparatus for Conveyor Belts. No. 766,013. (See cut.) Clarence K. Baldwin, New York, N. Y., assignor to the Robins Conveying Belt Co. The rotary brush is mounted beneath the head pulley and is driven by gear, belt and pulley. The brush is movable toward the belt to take up wear.

Grain Drier. No. 765,795. (See cut.) F. Marion Smith, Chicago, Ill., assignor to Huntley Mfg. Co., Silver Creek, N. Y. The vertical tubes of the drier are built up in sections one upon the other and interlocking, the space between the inter-locking sides being filled with air under pressure from the fan, which air passes thru the perforations into the open air. The lower and cooling section is com-posed of a similar set of interlocking tubes. The warmed air from the cooling tubes passes into a heating chamber and is forced by the fan into the drying tubes.

The wheat in farmers' hands July I is estimated by the Dept. of Agriculture as 36,630,000 bus., equivalent to about 5.7 per cent of last year's crop.

The Chicago Car Service Assn. has revised its rules, and on July 26 gave a copy to U. S. District Attorney Bethea, who had declared the old rules to be a violation of the anti-trust act. The coal shippers who made the complaint are not satisfied with the rules as amended, and will urge the attorney to proceed with the prosecution of the Assn. Mr. Bethea has not given his opinion on the revised rules.

The advance in wheat this week was largely on sentiment. It is a well-known fact that when a crop scare is on there is always much exaggeration in the damage reports, too many being sent by parties who are interested in the market, and quite naturally they send the kind that fit their position. When the conservatives are allowed to have their say, the premature or hysterical advance of this week may be lost again. From a supply and demand standpoint, wheat will undoubtedly sell at a very high price this crop year, but a decline to under 95c, possibly to 90c, would be only natural. May wheat on break ought to be the stuff to buy.—Edward G. Heeman. always much exaggeration in the damage

SPEAR SAMPLE ENVELOPES

do not burst, break or leak. They deliver grain samples to destination intact and in good condition. Samples upon application.

Manufactured by Heywood Mfg. Co., Minneapolis, Minn.

HODGMAN & JOHANNSEN

of Dwight, III. wish to announce that they are especially prepared to DESIGN, BUILD, REPAIR or REMODEL grain elevators in the latest approved style. Work will be done by contract or day. We are agents for all kinds of elevator machinery and would be pleased to call on you and tell you how to fix your elevator.



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The F. R. MURRIS GRAIN DRIERS Ine F. R. MORRIS GRAIN DRIERS stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any cap city from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

alone demonstrates its superiority over anothers.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the dr er must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once.

Address,

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Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors,

Water and Climatic Stains Re-moved, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Handling Hay in India.

By E. A. Wetmore.

In northern India, and in the vicinity In northern India, and in the vicinity of the Ganges river, the farmers ship a great deal of their hay and alfalfa down the river on barges to Calcutta. There is a pretty good current and the clumsy old boats make fair time. On arrival at Calcutta the barges are usually anchored and left until a purchaser is found; thus going directly from the producer to the the eastern coast, and in southern India, the vegetation is luxuriant. Much jute is raised in these sections, and in and around Calcutta are numberless factories where the jute is manufactured into baskets, mats, etc. Sugar cane, cotton, rice and many other tropical plants are produced in great abundance in southern India.

India has a population of about 300,-000,000 people, forming one-fifth of the population of the earth. More than one-



Hay Stored on Barges at Calcutta, India.

This takes time and a barge

consumer. This takes time and a barge frequently lays in the river for weeks awaiting a buyer. The greater part of the hay appears to be of poor quality.

The old Maharajah-king-of Benares keeps his private elephants, and uses some of them to carry the hay from the barges on the river up to his palace. When the hay is bought in this manner it is first dumped on the shore in bulk; here it is done up in bundles and carried here it is done up in bundles and carried by the elephants. They are taught to kneel down while the burden is fastened on their backs.

Elephants are also used in some parts of India for plowing, and of course are capable of a great deal of hard work. In Burma they are much more extensively used than in India. Here they carry beams, haul logs, are used for building purposes, plowing, etc. It is wonderful how intelligent these great animals are, when well toucht. when well taught. Some are even taught to act as decoys for capturing others, by mixing with a herd and leading them into a corral. Young and troublesome elephants are worth from \$800 to \$1,000, while the less quarrelease and the state of the state of

phants are worth from \$800 to \$1,000, while the less quarrelsome and more intelligent beasts sell as high as \$2,500.

In India horses are used for scarcely anything but carriages, and are the poorest, thinnest looking beasts that ever walked on four legs. Bullocks and water oxen are almost exclusively used for teaming, and in irrigating districts for drawing water. Just a common well, a wooden pulley, and the team of oxen are the means. A native sits on the rope to hold it down, steadying himself by the tails of his team, singing at the top of tails of his team, singing at the top of his voice some wierd piece, more sweet to his own ears than of American listen-

ers.

Central, northern and northwestern India, especially in the dry winter season, is almost a desert, but irrigating ditches are being constructed with great rapidity, and it is hoped in a few years there will be plenty of water, and much less danger of famine. Railroad building is being neglected in preference to these much needed ditches. Up and down

half of this great number are engaged in agriculture, on the 550,000,000 acres of land under cultivation, and one-fourth of this area is irrigated.

Many of the Hindoo farmers have dromedaries, similar to the camel, to carry their grains to the cities, when there are no other possible means of transportation. These great, ungainly animals are more frequently used for carrying other burdens than grain, but still are used to some extent for the latter purpose. A large and strong dromedary can-not rise from the ground with more than five or six hundred pounds fastened to his back, but can carry as much as one thousand pounds, if strapped on while standing. A number of the owners usually join their caravans together, undoubtedly for companionship, when starting on an expedition. The dromedary never leaves his slow, clumsy gait, consequently this makes the time long, though the distance may really be small.

Alfalfa Seed.

The increasing acreage of alfalfa, not only in the western irrigation districts, where it first became popular, but east of the Missouri River, is making alfalfa seed more important to the seed dealer, who is finding it more necessary to determine the quality of alfalfa samples and their free-

dom from weed seeds.

A valuable treatise on "Alfalfa Seed" has been published by the Dept. of Agriculture, as farmers' bulletin No. 194, from which the facts given herewith are taken.

uniture, as farmers' bulletin No. 194, from which the facts given herewith are taken. The seed crops of 1902 and 1903 were short, resulting in scarcity and an advance in the price of good seed. The temptation to adulterate grew with the possible profit, resulting in a low average quality of commercial seed.

Alfalfa seed is about the size of the seed of red clover, but is easily distinguished from it by its uniform light olivegreen color, as contrasted with the purple and yellow of clover seed. It varies considerably in shape, its various forms being shown in Fig. 1, herewith.

Yellow trefoil, the seed mostly used in the United States as an adulterant of alfalfa seed, is shown in Fig. 2. It is darker green than alfalfa, so that a sample containing 10 to 40 per cent of it looks brighter and better at first glance than slightly discolored alfalfa seed. Yellow trefoil can be distinguished by an expert thru a magnifying glass, by the difference in shape. ence in shape.

Altho yellow trefoil is of no value as a grass, about 200,000 pounds is imported annually solely to adulterate alfalfa and red clover seed. A duty of \$1 per pound could check imports.

Analyses of commercial samples of alfalfa seed by the Seed Laboratory of the Dept. of Agriculture showed adulteration with from 13 to 40 per cent of yellow

Bur clover is the common adulterant of alfalfa seed in Germany, and is found in seed imported into the United States.



Dromedaries Bringing Grain into Agra, India.

The two common kinds of bur clover are shown in Figs. 3 and 4. The seed is combed out of wool imported into Germany from Chile, and is valued only as an adulterant, to which purpose it lends itself readily, being similar to alfalfa in shape, tho slightly larger and lighter in color.

One consignment of imported alfalfa seed, amounting to 33,000 pounds, tested less than 50 per cent pure and contained 12,000 weed seeds to the pound. Three lots of seed, aggregating 67,000 pounds in weight, were more or less shriveled, and no leaves, and appears as a tangled mass of fine yellow stems winding about and clinging to other plants. The seed germinates in the ground and sends up a slender stem that winds around the alfalfa plant to which it attaches itself. The dodder root soon dies, while the stems continue to grow and thrive on the juices of the alfalfa until it has matured seed or the alfalfa has been killed.

The larger dodder seeds approach the smaller alfalfa seeds in size and are not easily distinguished, and are likewise difficult to clean out thoroly. In buying al-



Fig. 1.-Alfalfa seed (Medicago sativa). Fig. 2.—Yellow trefoil seed (Medicago lupulina).



Fig. 3.—Bur clover seed (Medicago maculata).



Fig. 5.-Dodder seed (Cuscuta trifolii).



Fig. 6.-Dodder seed (Cuscuta epithymum).

could not be sold on the retail market on account of the dark brown color. worthless lots consist of dead seed and screenings and are imported for about 2 cents per pound, to be mixed with good seed costing 15 cents per pound, the sophisticator clearing about \$7 on the 100

A mixture of dead seed can be detected by the color. Fresh seed which will grow is light olive-green, and when rubbed in

is light office-green, and when rubbed in the hands gives a bright, glossy surface. Whenever alfalfa seed is any shade of brown it will not grow and is worthless. Comparatively few weed seeds are found in the best grades of alfalfa seed. Dodder is the weed most destructive to the alfalfa plant. It is a parasite having



Fig. 4.—Bur clover seed (Medicago denticulata).

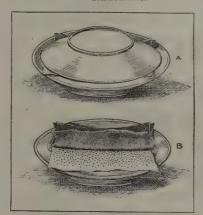


Fig. 7.-Homemade seed tester. A, closed; B. open.

falfa seed it is essential to know that it is free from dodder seed. The two species which are about equally destructive to alfalfa and red clover are shown in Figs. 5 and 6 herewith.

A simple test for germination is illustrated in Fig. 7. Mix the seed thoroly and count out 100 or 200 seeds just as they come, making no selection. Put them between a fold of cotton flannel or some similar cloth, taking care not to let the seeds touch one another. Lay the cloth on a plate, moisten it well, but do not saturate it, cover with another plate and keep at a temperature of about 70 deg. F keep at a temperature of about 70 deg. F Every day count and take out the sprouted seeds. In from 4 to 6 days all the good seeds will have sprouted, and the percentage of seed that will grow is known.

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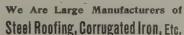
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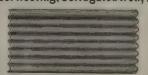
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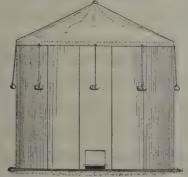




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Cedar Rapids, Iowa

Supreme Court Decisions

In the absence of a special contract limting their liability, warehousemen are ordinary bailees for hire, and are bound only for want of ordinary care—Denver Public Warehouse Co. v. Munger. Court of Appeals of Colorado. 77 Pac. 5.

An agent whose only authority was to purchase and pay for potatoes and ship them to his principal, cannot bind his principal by a contract for the sale of potatoes.—Hogue v. Simonson. Supreme Court of New York. 87 N. Y. Supp. 1065.

An exemption of a carrier from liability for damages caused by fire, expressed in the bill of lading, is valid, although the option or opportunity to ship goods under the common-law liability was not actually presented to the shipper by the carrier.—Cau v. T. & P. R. Co. Supreme Court of the United States. 24 Sup. Ct. Rep. 663.

Where the owner of a farm furnishes the land, team, and farm implements, and feeds the team, and another furnishes the labor to make and gather the crops, which are to be equally divided between the two, the relation of landlord and tenant is established.—Alexander v. Zeigler. Supreme Court of Mississippi. 36 South. 536.

Delivery of a shipment of goods at the

wrong place without fault of the consignor constitutes a conversion which deprives the carrier of an exemption from liability by the consignor's failure to present a verified claim for damages within 10 days.—Cleveland, C. C. & St. L. Ry. v. C. & A. Potts & Co. Appellate Court of Indiana. 71 N. E. 685.

Indiana. 71 N. E. 085.

In an action against a carrier of goods for failure to deliver the same within a reasonable time, the measure of damages is the difference in value of the merchandise at the time and place it ought to have been delivered and at the time of its delivery.—Bernstein v. N. Y., N. H. & H. R. Co. Supreme Court of New York. 88 N. Y. Supp. 971.

A provision in a shipping receipt that goods are to be shipped "as per conditions in company's bill of lading" does not render binding on the shipper conditions written into the bill not read by the shipper, and without his knowledge, and not assented to or authorized by him.—Cleveland, C. C. & St. L. Ry. Co. v. C. & A. Potts & Co. Appellate Court of Indiana. 71 N. E. 685.

On an issue as to whether a carrier was justified in delivering certain goods shipped by plaintiff's assignor to the actual purchaser, who was not named in the bill of lading, and without the production of such bill, evidence was admissible to show that plaintiff's asignor had acquiesced in a course of dealing justifying such delivery.

—G. S. Roth v. Maine Steamship Co. Supreme Court of New York. 88 N. Y. Supp. 987.

Where a railroad company constructed

a switch track through an elevator building owned by an elevator company, but exercised no control over its use, such railway company was not liable for the death of an employe of the elevator company by the negligent operation of cars within the elevator by other employes of the elevator company.—Sauls v. Chicago, R. I. & T. R. R. Co. Court of Civil Appeals of Texas. 81 S. W. 89.

Where defendant received certain grain bags, and agreed to pay an agreed price or account for all not shipped to plaintiffs, filled with grain, by a date mentioned in the receipt, defendant cannot be required to pay for such of the bags as he retained after that date, in the absence of demand either directly for an accounting, or embracing that in the alternative.—Curtin v. Ingle. Supreme Court of California. 77 Pac. 74.

Where an insurance policy provided for arbitration on disagreement as to the amount of loss, it was the duty of insured, in case of such disagreement, to secure, or make an effort to secure, an arbitration; but, if his efforts failed through the fault of the insurer, he could bring suit on the policy without having had an arbitration.—Fowble v. Phoenix Ins. Co. of Hartford, Conn. Kansas City Court of Appeals. 81 S. W. 485.

A well-known local custom that a carrier of goods shall notify the consignee by mail is to be considered a part of the agreement of transportation. On an issue as to whether the consignee of goods was notified of their arrival, the presumption attending evidence by the carrier's clerk that three notifications were mailed to the consignee was not rebutted by the simple statement of the consignee's bookkeeper that he never received the notifications.—G. S. Roth v. Maine Steamship Co. Supreme Court of New York. 88 N. Y. Supp. 987.

The relation between plaintiff and defendants was that of customer and broker, V. & A. being constituted agents on behalf of defendants to receive and execute plaintiff's orders. Defendants telegraphed plaintiff for margins, and he replied, "I will have to let my stocks go." Held, that this was an authority to defendants to sell the stocks then held for plaintiff—not inconsistent, however, till its execution was communicated to plaintiff, with a continuance of dealings relative to said stocks by plaintiff through V. & A., so that, V. & A. having sold half of the stock on plaintiff's order, before defendants ordered them to sell the full amount of such stock, without making known that it was on plaintiff's account, one-half the sale made pursuant to such order will be considered as made for defendant's account.—Evans v. Wrenn. Supreme Court of New York. 88 N. Y. Supp. 617.

The statute casting a duty upon the warehouseman, under a penalty, to deliver the property to the receipt holder upon surrender and cancellation of the warehouse receipt, unless it shall have been removed from his custody by operation of law, it will protect the warehouseman from an action for damages by a mere claimant, if, after such claim, the warehouseman complies with the statute, and delivers the property to the receipt holder while still under the statutory duty so to do. It is against the policy of the law to hold a person liable for damages for not complying with a demand, or doing an act which, if complied with or done, would be a criminal offense.—Wheeler &

NOTICE

ALL CONTRACTS for future delivery GRAIN should be made in writing so as to avoid any misunderstanding.

QUANTITY, QUALITY, PRICE, PLACE and TIME of DELIVERY are necessary to complete any contract.

It is expressly understood in all contracts with us that grain not delivered <u>WITHIN TIME SPECIFIED</u> is at our option to <u>EXTEND TIME</u> or <u>CANCEL PURCHASE</u>.

We Sell Upon These Terms Promptly When Purchasing.

The grain being both <u>BOUGHT</u> and <u>SOLD</u>, the decline or advance in the market during the life of the contract does not affect us.

Yours respectfully,

Wilson Mfg. Co. v. Brookfield. Court of Errors and Appeals of New Jersey. 58 Atl. 352.

A contract by which defendant sells and agrees to deliver to plaintiff a certain quantity of hops of a certain quality, to be raised in the five succeeding years, and be raised in the five succeeding years, and plaintiff agrees to pay 10 cents a pound for the hops delivered and accepted (\$100 on the signing of the agreement, 5 cents a pound at the time of picking the hops, if, in plaintiff's judgment, the crop is in condition to warrant the advance, and the balance after delivery and acceptance in the condition provided); plaintiff also to advance a certain amount each year for the condition provided); plaintiff also to advance a certain amount each year for cultivating purposes, to be deducted from the purchase price; defendant to be liable only for repayment of advances in case of shortage on delivery due to causes beyond his control—is not wanting in mutuality. Fraudulent collusion of defendant with others to avoid his obligation under his contract, by which he sold and agreed to deliver to plaintiff hops to be grown, is ground for equitable intervention by specific performance.—Livesley v. Heise. Supreme Court of Oregon. 76 Pac. 952.

The Court of Criminal Appeals of as has reversed the decision of the Williamson County Court convicting E. G. Scales of selling futures contrary to the penal code. Defendant took orders for commodities, which he telegraphed to a broker outside of the state. who purchased the commodities at a produce exchange, notifying defendant of the purchase. Defendant thereupon required a deposit of a certain amount as margin to cover fluctuations in the market, and charged a commission, one-half of which he sent to the broker. When a sale was to be made, defendant telegraphed the broker in like manner, who sold the property on the ex-change; telegraphing to defendant the price for which it was sold, and crediting defendant with the profit, if any, or debit-ing him with the loss. The money re-ceived by the broker on account of profits was transmitted to defendant, and paid

by him to the party to whom it belonged, and money deposited as margins was transmitted to the broker and deposited. Held, that defendant was merely an agent making purchases and sales outside the state ing purchases and sales outside the state for his principal, and was not guilty of a violation of Pen. Code 1895, art. 377, punishing the selling of futures.— In a prosecution under Pen. Code 1895, art. 377, for selling futures, the burden is on the state to show that both parties contemplated a wagering contract, and that neither intended an actual delivery.—81 S. W. 947.

Cars of grain were consigned to one Archer at Newark. Prior to their arrival he contracted to sell them to different purchasers, and surrendered the bill of lading to the local freight agent at Newark. Upon the surrender of the bills of lading, he presented orders directing delivery of the cars to the several purchasers, "or ourselves or order, on presentation of this order." Upon these orders the local freight agent stamped the words, "Car to be delivered on this order, same as B. of L. B. of L. taken up at Newark." Archer retained the orders thus certified, drew upon the purchasers for the price of the grain payable upon arrival, and ob-tained advances from the plaintiff bank upon the drafts accompanied by the certified orders. Held: I. The contract be-tween the purchaser and Archer was an executory contract, and not a present bargain and sale. 2. The transaction with the bank transferred to it a title to the grain. 3. A carrier must deliver goods to the true owner, claiming under the consignee, when it has notice of the true owner's rights, and the bill of lading has already been surrendered. 4. The certified order in this case amounted to notice of the bank's rights. 5. Notice of the rights of a person claiming title under consignee to have the goods delivered to him, when given to the agent of the carrier charged with the duty of delivering the freight, is notice to the carrier.—National Newark Banking Co. v. Delaware, L. & W. R. Co. 58 Atl. 311.

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D. R. Sparks, Pres. A. R. McKinney, Secy.

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It will pay you to send us the dates your insurance expires and let us figure with you.

C. A. McCOTTER, Secretary.

Trade Rules of Grain Dealers National Assn.

[As Amended at Milwaukee, June 24, 1904.]

On all contracts for the shipment of grain sold on track or to arrive, the rules, by-laws and regulations of the market named in the terms on which acceptance is made, shall govern in settlement. In case no rules, by-laws or regulations are regularly established, the following rules shall govern:

established, the following rules shall govern:

No. 1. Confirmation.—It shall be the duty of the purchaser to mail to the seller on the day of the purchase, a confirmation in writing, giving the number of bushels, kind of grain, railroad and point of shipment, terms, price, time given for shipment, also billing instructions in keeping with the rules of the railroad on which the shipment is to originate at time of sale, kind of cars to be loaded, and any other points the purchaser may deem worthy of mention. It shall also be the duty of the seiler to confirm sales in writing on day of sale, setting forth the number of bushels sold, kind and grade of grain, railroad and point of shipment, price, time within which grain is to be shipped, terms and agreement to abide by all other contitions named in the card or wire bid. On receipt of confirmation, both parties to the contract shall carefully check all terms named therein, and in case of any differences, notice must be give at once by wire or in writing.

No. 2. Time for Shipment.—Specific number of days for time of shipment or arrival

ences, notice must be give at once by wire or in writing.

No. 2. Time for Shipment.—Specific number of days for time of shipment or arrival on all contracts should always be mentioned. Shipments within any number of days shall mean to include Sundays and legal holidays. On contracts maturing on Sundays or legal holidays, shipment shall be made on preceding business day. "Immediate shipment" shall mean that seller has three days in which to load and bill grain, including Sundays and legal holidays. "Quick shipment" shall mean within 5 days, with the same specifications as above. "Prompt shipment" shall mean within ten days, with the same specifications as above. "Prompt shipment" shall mean within ten days, with the same specifications as above. Where no time is specified it shall be understood to mean ten days shipment. On failure to furnish billing instructions as above specified, the seller may, on reasonable notice to the buyer, have the right to sell out the grain at best advantage for account the buyer, and the latter shall be responsible for all loss incurred. Time for shipment within the limits named in the contract shall be at the seller's option unless otherwise specified.

No. 3. Billing Instructions.—In case grain is sold for "immediate" or "quick ships sold for "immediate"

specified.

No. 3. Billing Instructions.—In case grain is sold for "immediate" or "quick shipment," purchaser shall wire billing instructions unless same shall be understood or given in mail bid or embodied in wire bid. In case sales are made for "prompt" or any specific number of days other than above indicated, mail billing instructions as provided in Paragraph 1, will suffice. Billing directions on grain sold may be changed, where such change does not prejudice the interest of seller, or involve additional risks.

ditional risks.

No. 4. Shipment.—Should the seller find where his contract provides a specific time for shipment, that he will not be able to fill the sale within the time specified, it shall then be his duty to advise the purchaser by mall, wire, or 'phone, of the probable deficit, at which time the purchaser may elect to cancel, extend time of shipment, at either the original or agreed price, or advise seller that he will be obliged to buy in said deficit in the market for which the grain is sold to the best advantage for his—the seller's—account—and render a statement accordingly; and on contracts providing a specific time for arrival, the buyer may elect to cancel such contract or any balance that may still be due; or it shall be his duty to cover the contract or any deficit on same, basing the deficits on shipper's weights or estimates; and wherever shipper's weights or estimates are not given, on his own fair estimate of the contents of the cars that have been applied on the contract.

No. 5. Demurrage.—The seller shall be liable for any deficit on a shipper and the provided in the contract.

on the contract.

No. 5. Demurrage.—The seller shall be liable for any demurrage charges accruing on grain billed to "shipper's order" occasioned by the purchaser not having B-Lin hand, so that he could have given disposition of said grain.

No. 6. Samples Sales.—It shall be the duty of the seller of grain by sample to deliver grain fully up to the sample, shipment to be made according to the terms of contract. The inspection com-

mittee or some duly authorized committee of the market to which the grain was billed, shall pass upon such shipments, providing purchaser shall refuse to receive same upon contract on account of quality. Should said committee decide that grain tendered was not up to sample, it shall be the duty of seller to adjust difference satisfactorily with purchaser; in case of fallure on part of seller to adjust promptly, the grain shall be subject to his order. The buyer shall then elect to cancel an equal amount, or buy in for account of the seller a like quantity on the original contract, but must give notice at once to the seller of his action. The seller must also provide for immediate payment of any drafts made against shipments that may have been refused.

No. 7. Loading.—It shall be the duty of

been refused.

No. 7. Loading.—It shall be the duty of the seller of grain on track, or to arrive, to load all cars in keeping with the rules and regulations of originating raliroads, and to be liable for any charges accruing by non-observance of same.

No. 8. Terms.—The word "terms" shall mean weights and grades guaranteed by shipper in market in which grain is billed, as agreed upon at time of sale.

No. 9. Telegrams.—The sender shall pre-pay all telegrams unless by agreement party to which same is addressed has pre-viously consented to pay for such mes-

No. 10. Acceptances.—Wire and 'phone acceptances to malled track bids, must reach the office of the bidder within the limit of time specified therein. All wire bids or offers should give time limit for acceptance.

acceptance.

No. 11. Surplus Shipments.—All surplus shipments on track sales or sales to arrive, shall be handled according to rules of the market to which the grain was billed.

No. 12. Regular Market Terms.—By "Regular Market Terms" the trade shall understand official inspection by an official inspection by an official inspection by an official inspection because of Trade or State Inspection Department, and Board of Trade or Regular Exchange or disinterested public weights shall govern.

No. 13. Interior Shipments.—No grain sold on regular market terms shall be forwarded by purchaser to interior points without the consent of the seller.

without the consent of the seller.

No. 14. Invoice—It shall be the duty of the shipper of all grain to mail purchaser or consignee on day grain is loaded, an invoice of such shipment, setting forth the car initial and number, kind of grain, actual or estimated weight, price to be applied on sale, amount of draft drawn and how billed. All Bs-L attached to invoices or drafts must be in proper form, and the buyer shall not be responsible for the payment of drafts, or for delays occasioned by the forwarding of irregular or improper Bs-L by the seller.

No. 15. On all contracts for grain

Bs-L by the seller.

No. 15. On all contracts for grain based on regular established grades, the tender of sulphured or so-called "purified" grain shall not be considered valid, and in case such shipments shall be made on contracts, the seller shall forfeit his rights under the same, and the buyer may at his discretion elect to cover such open contracts or balances necessary to fill, without further notice to the seller, who shall be liable for any loss arising in such transaction. action.

liable for any loss arising in such transaction.

No. 16. All complaints of violations or evasions or willful neglect to comply with the rules and regulations herein set forth on part of either the buyer or seller of property, shall be referred to the Board of Directors, and subject to such discipline as they may elect.

No. 17. Overdrafts.—Where overdrafts are made, for any reason, on grain shipments, such overdrafts shall be promptly paid and remittances for balances due on shipments shall also be promptly made.

No. 18. Margins and Drafts.—It shall be the duty of all shippers, where sales are made on destination weights and grades, to leave ample margin on drafts to cover possible contingencies or any discrepancies in weights and grades.

No. 19. Arbitration.—Where differences arise between members of this Association, or between members of this Association and members of affiliated associations that cannot be adjusted between themselves, such differences shall be submitted to either the National or State association arbitration committee, at the request of efficiency of the State association arbitration committee, at the request of efficiency of the State association arbitration committee, at the request of efficiency of the State association committee is not satisfactory to both parties, the question may be appealed for final decision to the arbitration committee of the National Association.

No. 20. Notices at Expiration of Time Shipment.—It shall be the duty of purchasers of cash grain and feedstuffs to advise the seller by wire the day the contract expires, whether the buyer will extend the time of shipment or buy in for the seller's account, or is compelled to cancel the unfiled portion of contract. Failing to so advise, it will be understood by both parties that the time is extended five days.

to so advise, it will be understood by both parties that the time is extended five days.

No. 21. The trade rules governing the purchase and sale of grain will govern the purchase and sale of grain will govern the purchase and sale of all feedstuffs in straight car lots; also grain, feedstuffs and flour, in mixed cars.

No. 22. It shall be the duty of track buyers, receivers and millers and consumers of grain in terminal markets to furnish sellers of grain sold on track, basis destination weights and grades, certificates of grades of the market for which the grain was sold, also sworn certificates of weights, showing the market in which such grain was weighed and in whose mill, elevator or warehouse such weights were obtained; also the name of the welgher, and under whose supervision he is operating with the return of account sales for each and every car, making note of any leaks which may be apparent when and where the grain is unloaded.

Rule No. 23. When grain is sold by receivers and distributors located in terminal and interior markets, by wire, phone or letter, it shall be understood and agreed that the public weights and grades of the market from which grain is shipped shall govern, unless otherwise specified.

Rule No. 24. It is understood that sales made out of any market for any specified

govern, unless otherwise specified. Rule No. 24. It is understood that sales made out of any market for any specified number of days shipment shall be filled by shipments from the point from which sold, unless otherwise specified and understood when sale is made.
Rule No. 25. It shall be the duty of receivers, distributors and track buyers of grain sold on regular market terms to either apply off grade grain upon arrival at ruling market difference; or, in case same cannot be so applied, shipper shall be notified by wire that same is to be handled for shipper's account. It shall be the duty of shippers receiving such advice to wire disposition promptly. Off grade grain sold for shipper's account shall not be construed to apply on contract.

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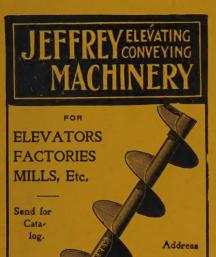
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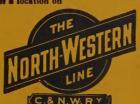
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